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# THE CHINA PRESS
大陸報

To-day's paper consists of 26 pages in three sections

No. 1669 VOL. V. Registered at the Chinese P.O. for transmission with special marks privileges in China 丁巳年正月二十日 SHANGHAI, SUNDAY, FEBRUARY 11, 1917 大正四年第三種郵便物認可 20 CENTS

## UNDER SECRETARY CONFESSES GERARD HELD AS HOSTAGE

### Makes Excuse Bernstorff Prevented From Wiring To Berlin

### FORCED TO MOVE

### Now Stated Both Ambassadors Will Take Ship In Few Days

### U. S. MAKES INQUIRY

### Asks Switzerland To Ascertain Full Particulars About Detention

(Reuter's Agency War Service)

Amsterdam, February 9.—It is announced in Berlin that Count Bernstorff will sail from New York on the 13th, on board the s.s. Rredenkughth and that Mr. James Gerard will leave Berlin in a few days.

In recent despatches from Berlin, it is laboriously explained that the delay in Mr. Gerard's departure is due to the accumulation of passport work, but, in an interview with the Under Secretary of Foreign Affairs, Herr von Stumm, which is published, the latter admits that Mr. Gerard was actually detained as a hostage.

Herr von Stumm said: "We heard nothing from America concerning the treatment of Count Bernstorff and the German subjects there. Evidently, after the rupture of diplomatic relations, the American Government prevented Count Bernstorff from telegraphing us and we only learned that he had received his passports from the Swiss Government. Such treatment compelled us to take measures against Mr. Gerard."

Herr von Stumm concluded by expressing a hope that the reports of the seizures of the German ships in America and the confinement of their crews was untrue, remarking: "We do not wish for warfare against non-combatants, like Great Britain introduced by interning civilians."

Washington, February 9.—The State Department, through Switzerland, has asked Germany why Mr. James W. Gerard, the American Ambassador at Berlin, is being detained.

Secretary of State Lansing has disclosed that the State Department has not heard from Mr. Gerard through any channel since the evening of the 5th. "There are lots of reasons to believe that Germany is detaining Mr. Gerard on any excuse whatsoever, which is absolutely unjustifiable by international law."

## *Commission Inquires Whether Hongkong Can Spare Fighters*

(Reuter's Agency War Service)

Hongkong, February 10.—A Proclamation has been issued, announcing that a commission will inquire whether and to what extent, having regard to Imperial needs and local conditions, it is practicable and expedient for male British subjects of military age who wish to volunteer for active service in His Majesty's forces outside the Colony to be allowed to leave for that purpose.

## *French Government Asks Bigger Power*

(Reuter's Agency War Service)

Paris, February 8.—The Government has introduced a bill in the Senate, empowering it to take over buildings and any enterprise.

## MILLIONS FOR WAR LOAN

(Reuter's Agency War Service)

London, February 8.—The following subscriptions have been made to the war loan: The Cardiff Corporation, £6,000,000; the Swansea Corporation, £3,100,000; the Glasgow Corporation, £2,000,000; the Great Indian Peninsula Railway annuity trustees, £604,500; the Bengal-Nagpur Railway, £200,000.

## *15 Vessels, Many Neutral, Day's Toll of Submarines; U.S. Ships May Be Armed*

### Advice of State Department; Norwegian Boat Shelled Without Warning Till Sunk; Long Casualty List

(Reuter's Agency War Service)

London, February 9.—The Captain of the sunk Norwegian steamer Ida states that a submarine shelled his vessel, without warning and without ceasing, till it sank. The Chief Officer and Steward were killed.

The British steamer Crown Point (5,228 tons) has been sunk. Five of the crew were killed, two injured and the Captain and Chief Engineer taken prisoners.

Twenty-five of the crew of the Johnstone liner Vedamore (6,330 tons), which has been sunk, were drowned.

The following vessels have also been sunk: The British steamers Azul (3,074 tons), Corsican Prince (2,776 tons), Crown Point (5,218 tons), Saint Ninian (3,026 tons), Saxon Briton (1,337 tons) and Vestra (1,021 tons); the Spanish steamer Ferruccio; four small British craft; one Norwegian and one Peruvian sailing-vessel, a total tonnage of 20,000.

Philadelphia, February 9.—Two of the children lost through the sinking of the s.s. California were born in America and are regarded as Americans, although their parents were British.

**Say U.S. Boats Can Arm**

New York, February 8.—The American Line has indefinitely postponed the sailing of its liners, the s.s. St. Louis and the s.s. St. Paul, as the State Department has refused to advise the Company whether ships should enter the German war-zones. The State Department, however, points out that neutral vessels are entitled to arm in self-defence and American ships have the right to traverse any part of the high seas.

The postponement of the sailing of these vessels has been sharply criticised by the press, as being equivalent to an admission of a German blockade of American ports, but the fact that the American Line is seeking men with experience in handling guns is regarded as indicating that the St. Louis will be sent into the war-zone, with instructions to defend herself.

An ex-fireman from an interned German liner, who was found hiding on the pier of the American Line, has been arrested. It is believed that he is connected with a plot to bomb the liners.

**Expect Brief Campaign**

Paris, February 9.—Admiral Lacaze, Minister of Marine, interviewed by the representative of the Associated Press, confirmed the views of experts that there would probably be a more active submarine warfare for a month or two and then a period of relative inactivity, owing to the heavy losses inflicted on the enemy.

## *End War In Summer Aim Of The Entente*

### *Will Do Utmost To Get Peace By Then; All British Merchantmen To Be Armed*

(Reuter's Agency War Service)

London, February 8.—Speaking at Walworth, Mr. John Hodge, Minister of Labor, stated that, at a recent conference of the Allies, it was determined to do the utmost to terminate the war at the end of this Summer. He also remarked that it would not be long before every British merchantman was armed.

## *Take German Capital Away From U.S. Banks*

### *Transferred To Argentina, Who Is Pledged To Remain Strictly Neutral*

(Reuter's Agency War Service)

New York, February 8.—German capital is being withdrawn from the American banks and transferred to Argentina, which has announced strict neutrality.

## GERMANY STRENGTHENS HER BELGIAN DEFENCES

### Building New Railways in The Liege Region, Connecting With the Rhine

(Reuter's Agency War Service)

Amsterdam, February 9.—The newspaper Les Nouvelles states that the Germans are building new railways in the region of Liege, towards the Rhine.

## GERMANY FROZEN UP

(Reuter's Agency War Service)

Berne, February 8.—The intense cold in Germany is being greatly aggravated by the shortage of coal. The temperature is eighteen degrees below zero at Leipzig. All places of amusement in Saxony have been closed, to save fuel.

## GREEK BREAD-TICKETS

(Reuter's Agency War Service)

Athens, February 8.—Bread-tickets are being issued.

## *United States' Action Regretted by Sweden*

### *Wishes America Had Abided By Earlier Proposals Of Scandinavian Nations*

(Reuter's Agency War Service)

Stockholm, February 8.—Sweden's reply to President Wilson emphasises that she has consistently observed strict neutrality. She regrets that the United States did not adhere to the proposals made by Sweden which led the Scandinavian kingdoms to adopt a system of common measures towards the belligerents, with a view to maintaining international law.

The method now chosen by the United States to shorten the war is absolutely opposed to the policy of neutrality followed by Sweden, who is not disposed to change her policy.

Monte Video, February 8.—The Uruguay Republic has replied to the German Note, rejecting the doctrine of unrestricted submarine warfare.

## *Wilson Threatening To Seize Railroads And Prevent Strike*

(Reuter's Agency War Service)

New York, February 8.—President Wilson has threatened to seize eighteen railroads, unless the Chicago switch-men withdraw their threat to strike.

## KARDINALOVSKI SLAIN

(Reuter's Agency War Service)

London, February 9.—(By wireless).—A Russian official communique reports: In the region of Manoluva, General Kardinalovski has been killed by a rifle-bullet. The enemy bombarded Stanislau with 12-inch shells.

## *Mine Sinks a British Destroyer in Channel*

### *Only Five of Crew Survive The Disaster; All the Officers Are Lost*

(Reuter's Agency War Service)

London, February 9.—The Admiralty states that a British destroyer of the older type, which was patrolling the Channel, struck a mine and sank. All the officers were lost and there were only five survivors.

## Part of the Destroyed Rumanian Oil Fields

The photograph shows one of the Rumanian oil fields recently won by the Teutons in their drive against the Russo-Rumanian forces. The conquerors met with keen disappointment, as the wells and bores had been destroyed.

## WARDLE SAYS BRITISH LABOR WILL DO UTMOST

### Asks, However, That It Shall Be Consulted Regarding War Measures

(Reuter's Agency War Service)

London, February 8.—In the House of Commons, Mr. G. J. Wardle, Labor member for Stockport, joined in Mr. Asquith's plea for national unity, saying that Labor would do its utmost to further the cause of the nation, if consulted regarding war measures.

## *Allies Recapture 53 Villages Since July*

### *Have Developed New Form Of Attack; Enables Bombers To Surprise Foe*

(Reuter's Agency War Service)

Paris, February 8.—Grandcourt, the latest of the series of British nibblings at the German lines in the west, is the fifty-third village retaken by the Anglo-French forces since July 1. These gains are producing growing nervousness and jumpiness among the enemy.

The correspondent describes the newest form of attack, in which a general instead of a specially localised bombardment is employed and no longer enables the enemy to discover where the bomb-carrying Tommies are creeping up under cover of the British artillery and are likely to burst in on the German dug-outs.

## CHINA'S 48-HOURS LIMIT

Private telegrams received in Shanghai yesterday say that the Chinese note to Germany warning against ruthless submarine warfare, gives Germany only 48 hours in which to abandon that policy, the alternative being that China will sever diplomatic relations.

The Arsenal authorities have been instructed again by a special telegram yesterday from the Ministry of War to prevent the German steamers from leaving Shanghai. Chinese warships have been on guard at Woosung since last Sunday might. Leading Chinese here support the government.

## ROUT SENUSSI

(Reuter's Agency War Service)

London, February 9.—An official despatch from Egypt reports: We have routed and put to flight Say-ed Ahmed and the main force of the Senussi, southward of Girba. We occupied Siwa and also Munasi Pass. We captured a convoy and ambushed a raiding party from Girba. The Senussi caualties totalled 200, including several Turkish officers.

## *J. Dantin, Secretary Of The French Municipal Council, Found Dead*

### *Popular Official Is Suffocated While in His Bath; Funeral Plans to Be Made Today*

Monsieur J. Dantin, secretary of the French Municipal Council, was found suffocated in his bath in his rooms in the French Municipal Building, about 8 o'clock last night. The news will come as a great shock not only to the French community but to his multitude of friends in the International Settlement. The funeral arrangements will be completed today.

M. Dantin came to Shanghai some years ago as a member of the staff of the Cie. Messageries Maritimes He took an active part in affairs in the French Settlement, being a member of the French Fire Brigade and the French Volunteers. Later he became assistant secretary of the French Municipal Council and when M. Leferriere went home he was appointed secretary for one year at the conclusion of which his appointment as secretary was renewed. Deceased received news of the death of his father less than two months ago. He was unmarried.

## *Flemish Autonomy Is German Proposal*

(Reuter's Agency War Service)

Amsterdam, February 8.—The German papers state that a Council has been formed at Brussels for the purpose of considering steps for the introduction of full autonomy for the Flemish people.

## *Government Controls All Spanish Wireless*

(Reuter's Agency War Service)

Madrid, February 8.—A decree places all wireless stations in Spain under Government control.

## *Austrians Undergoing Fourth Re-examination*

(Reuter's Agency War Service)

Berne, February 8.—Austrian civilians between the ages of 26 and 45 are again being re-examined, for the fourth time, to see whether they are fit for military service.

## *Germans Operating Wireless in Brazil*

(Reuter's Agency War Service)

Rio de Janeiro, February 8.—A German wireless station has been discovered at Nictheroy, opposite Rio de Janeiro.

## BERNSTORFF TO TRAVEL ON OWN RESPONSIBILITY

### Allies Give Safe-Conduct But Warn Of Danger From Germany's Ruthlessness

(Reuter's Agency War Service)

Washington, February 8.—Great Britain and France have granted safe-conduct to Count Bernstorff, the German Ambassador and his Staff.

London, February 9.—Reuter's Agency announces that the Government warned the State Department at Washington, when notifying that a safe-conduct would be given to the German Ambassador, Count Bernstorff, that Great Britain would not be responsible for harm arising "from concrete results of the German disregard for international law."

New York, February 8.—The Scandinavian Line announces that Germany has been asked to ensure safe passage for Count Bernstorff and his party of 200.

## *Tomorrow a Great Day For China and America*

Commemoration Day, the anniversary of the issuance of the abdication edicts of the Manchus in 1912, falling on tomorrow, February 12, the Chinese post office will observe Sunday hours. This date in the United States is observed as a holiday in honor of the birth of Abraham Lincoln, who was born on February 12, 1809.

## LECTURE ON LLOYD GEORGE

The next meeting of the members of the Union Church Literary and Social Guild will take place on Wednesday, February 14, at the Lecture Hall. Rev. W. Hopkyn Rees will deliver a lecture on "Lloyd George."

Further metings in the 1917 Spring Session will be on February 28, when a lecture will be given by Mr. H. Chatley, the subject being "Human Electricity." For March 4 the Secretary, Mr. Rees, has arranged a dramatic evening, when "The Shadow of the Glen," by J. M. Synge, is to be rendered. Other meetings will be on March 28 and April 4, the former date being the occasion for a social, and April 4 to be taken up by a business meeting.

### *The Weather*

Very cloudy and milder weather. The maximum temperature recorded yesterday was 47.1 and the minimum 25.7, the figures for the corresponding day last year being respectively 41.2 and 30.8.

## WAR IS INEVITABLE ANNOUNCEMENT OF NEW YORK WORLD

### Administration's Organ Declares Americans Can Settle Minds To It

### CAREFUL OF PLOTS

### All West Point's Six-Inch Guns Sent To Guard New York

### PLEDGE LOYALTY

### 3,000,000 German-Americans True To U.S.; Will Form Regiments

(Reuter's Agency War Service)

New York, February 9.—The New York World, which is regarded as the organ of the Administration, says that Americans may make up their minds that war with Germany is inevitable.

Despite the loud protestations of German-Americans of their loyalty to the United States, the Federal authorities are taking very rigid precautions against plots and conspiracies. Many important institutions are dismissing their Teutonic employees.

All the 6-inch guns at West Point have been shipped to New York, to protect the city.

A demonstration in Colorado against war was broken up by flagwaving patriots. Many persons were injured.

Nineteen aeroplane factories have promised to turn out 200 aeroplanes a week for the Government.

The National Association of Woof Manufacturers has placed its entire output, valued at £100,000,000, at the disposal of the Government.

Philadelphia, February 8.—Delegates from twenty-eight States, representing three million German-Americans, have pledged their loyalty to the United States, endorsed President Wilson's action and promised to raise German-American regiments in the event of war.

## CONCEDE BRITISH GAINS IN GERMAN DESPATCH

### Say During January, Teutons Had 34 Aeroplanes Destroyed and Allies 55

(Reuter's Agency War Service)

London, February 9.—Field Marshal Sir Douglas Haig reports this evening: We made successful raids eastward of Vermelles and southeastward of Ypres. Many dug-outs were destroyed.

An attempt made by the enemy to approach our lines, southward of Armentieres, was caught by our barrage fire and easily repulsed. Our artillery caused two explosions in the enemy's lines.

(By wireless).—A German official communique reports: We repulsed an attack made by the British near Serre.

We lost ground near Baillescourt. An attack made by the British, north of St. Pierre Vaast Wood, retained a small portion of our front.

During January, we lost thirty-four aeroplanes and the British, French and Russians fifty-five.

Reuter's correspondent at British headquarters reports that the hard-pressed enemy have fallen back well beind Grandcourt and the British are seriously menacing Serre. He refers to heavy outpost fighting around Beaucourt, which lasted from Saturday night to Monday afternoon, at the end of which time the British overcame strong positions held by the enemy and advanced their outposts five hundred yards, over a front of eleven hundred yards.

Bitter weather is being experienced and the men's water-bottles have been frozen solid. Nevertheless, the Army Service Corps are tributed for providing hot rations for the men in the support-trenches.

## ORDER IN CHENGTU

*Reuter's Pacific Service to The China Press*

Chengtu, February 8.—Wang Chih-hsiang has finally gone. Any fears of the soldiery breaking out are now dispelled. It is reported that the Military Governor threatens severe punishment for anyone found spreading such rumors.

# FINDS SILVER CHALICE OF FIRST CENTURY OF CHRISTIAN ERA

### Claim Made by Archaeologists For Object Turned Up By Arab Well Diggers

### FIGURES OF TEN APOSTLES

### Figure of Christ Resembles That of Emperor Augustus On the 'Augustus Cup'

New York, Jan. 8.—Dr. Gustavus A. Eisen has written for the current issue of the American Journal of Archaeology an account of a chalice which is claimed to be the earliest Christian object known. It is supposed to have been the property of the original church in Antioch, established between the years 36 and 40 A.D., and to have been made in the form now seen in the first century of the present era. Antioch was the accredited home of several of the apostles.

At first there was a cup of silver crudely hammered into shape. That vessel seems to have been venerated, for it was retained as the base for an envelope of silver carving, fitted and soldered to it. The ornamentation has the appearance of high relief. Within a design that embraces a lamb, doves, a guiding star, the sheltering wings of the Holy Ghost, symbols of the miracles of the loaves and fishes and grape clusters attached to entwining vines are enthroned figures of Christ as boy and adult, and of ten Apostles, omitting Judas the betrayer and the doubting Thomas. The embossed covering is executed with such skill as to suggest that it was the work of a Greek artist convert, and the portraiture, presenting distinct individual types, prompts the opinion that the artist had personally seen the faces he portrayed or obtained from those who had seen them descriptions which enabled him to make strong likenesses.

**Find of Arab Well-Diggers**

Dr. Eisen's article is preliminary. He will write another for the same publication as a supplement to his introduction of the subject. Anticipating diversity of discussion concerning the chalice, he will further elaborate his arguments in a book, now nearly completed. Afterward the chalice will be publicly exhibited. Only judges of antiques and a few scientists have yet seen it. It is the property of Kouchakji Freres of Paris and New York, and it has arrived here and is in their place at No. 719 Fifth Avenue.

The chalice, three book covers and a large ceremonial cross belong to the collection, having been procured from excavators in 1910. They were all found together, the article explains, by Arabs digging a well in Antioch. At a depth of twenty to thirty feet the diggers came upon underground chambers in which they found these pieces and a small cross, since procured by M. Froehner, a French archaeologist, and enough crumbled fragments of silver to fill a sack. The theory is that this treasure had been buried at the time of a hostile invasion, perhaps in the fifth century. Church and city were later levelled by an earthquake. That calamity is supposed to have killed those who knew of the place of burial, and the treasure remained in its unsuspected refuge for perhaps 1,500 years. Dr. Eisen identifies the chalice of which he writes as of first century workmanship, attributing the book covers to the fifth century.

"It is probable," Dr. Eisen says, "that these objects formed part of the treasure of an ancient church, now buried. No excavations have been made to ascertain the nature of this edifice, but historical records show that Constantine the Great, having removed the capital of the empire to Constantinople, erected a large cathedral in Antioch, intending it to be the center of Christian worship in the East. The City of Antioch must have been dear to this Emperor on account of its association with Peter, Paul and other Apostles who resided there. It was in Antioch that the word "Christian" was first used.

"The Constantinian cathedral remained intact until 526, when, during an assembly of 250,000 Christians, the whole city was levelled by an earthquake. It never regained any considerable degree of its former importance. The Christians, instead of worshipping in a cathedral, had to content themselves with a cave. Whether the great silver chalice and the rest of the treasure can actually be traced to the cathedral of Constantine cannot yet be decided, but it does not seem improbable that an object of such importance as the chalice should have come into possession of the first Christian Emperor and have been donated by him to his first great Christian sanctuary."

**Had Coating of Oxide**

Dr. Eisen gives the dimensions of the chalice as 19 cm. high, greatest diameter at top of the bowl 18 cm. and narrowest diameter 13 cm. This discrepancy is due to a compression of the uppermost top of the bowl, evidently caused by a blow from falling debris. The original diameter can be calculated at about 15 cm., or 5.9 inches. Previous to compression the chalice would have held about 2.5 litres of liquid, or about 2.6 quarts. Metal of the inner bowl remained in its native condition. The outer shell of ornaments, as well as the stand and foot, were covered with heavy gold leaf, much of which remains.

"When found the surface was covered with a coating of oxide," the article continues, "several millimetres thick. This was skilfully removed by M. Andre of Paris, the renowned restorer. The silver matrix has crystallized and become so very brittle that the chalice can be handled only with the utmost care, for even a slight tap would cause it to break into fragments. The heads and faces are unequally preserved, some being almost intact, one damaged by oxidization, while those of the principal figures have been worn, perhaps by repeated touch of the worshippers.

"There must have been weighty reasons for leaving the work of the bowl in its crude condition, when there was opportunity to alter its appearance and give it a proper finish. The simplest explanation seems to be that the inner bowl was a sacred object which it would have been sacrilege to alter. The owners who decided upon its ornamentation were probably influenced by legends which they believed and by traditions which had long been dear to worshippers."

In addition to the ornamentation already specified, Dr. Eisen mentions a large eagle resting on a basket of eucharistic bread, and a free band of fifty-seven rosettes, in which appears an object resembling the star seen on some of the coins of Antioch of the pre-Roman period. Rosettes may stand for years and the star may be an indicator, the Star of the Nativity, or both. Below the main sculptures is a lotus cup with flat petals, fitting the lower part of the bowl. The figure of Christ resembles that of the Emperor Augustus on the "Augustus Cup" of the Boscoreale treasure of Baron Rothschild in Paris. The throne of Christ the youth resembles that of the youthful Augustus. Thrones of the Apostles have rounded high backs and closed sides.

"By far the most interesting parts of the decoration," Dr. Eisen continues "are not only works of great artistic merit, but they show an individuality that cannot be the result of accident. Such individuality has until now been unknown in antique Christian art, for the first attempts at portraiture hitherto discovered are not older than the fifth century A. D. It seems improbable that any sculptor could have depicted twelve heads and faces, so varied and strongly individualised, had he not known the persons portrayed or had authentic portraits to inspire him. Each one of the portraits on the chalice shows most uncommon characteristics rarely found outside of classic sculpture.

"Following are some of the reasons for placing the date of the ornaments between the middle and end of the first century. The turncateovoid form is not uncommon before the time of Augustus. After the first century this form is rare. Small size of the stand and foot is common in the first century. Afterward the stand becomes higher and the foot wider, these proportions increasing until the fourth century. Two figures, representing Augustus as an old man and a very young man, on the Augustus Cup, have their correspondence in the two central figures of our chalice. From the similarity to Augustus figures we may conclude that contemporary cups inspired the master who sculptured the chalice ornaments. Similarity concerns the pose, the heads, the toga, the girdle folds, the hand with the scroll, the thrones and the footrests.

"Treatment of the heads is strictly classical and could not have been executed after the time of Hadrian. The design and technique of the grapevines and the manner of placing statues inside loops formed by vine branches is often seen on pottery of the first century B. C. to the first century A. D. The nimbus and other symbols not known or used by the Christians of the first century are absent.

"Many who have not inspected the chalice will no doubt question its antiquity and declare it impossible that such an object could exist. The mitra of Olbia is too recent to be easily forgotten. Best proof of the age of the chalice is in the crystallisation of the metal and its great brittleness, the silver having lost its tensile strength. The chalice was once compressed by a heavy blow. Such compression could not have been effected after the matrix was crystallised, but must have been a blow from falling debris in ancient times. Thus the present state of the chalice shows it is not mediaeval or modern, while the nature of its sculptures proves it to be antique.

"Several prominent archaeologists examined the chalice before the oxidisation was removed by M. Andre in Paris, when it was photographed. Among them may be mentioned M. Froehner of Paris, M. Mignon of the Louvre and Sir Charles Read of the British Museum, who unhesitatingly declared the chalice genuine and antique. Dr. Edward Robinson, director of the Metropolitan Museum of Art, has examined the chalice since it was brought to the United States, and has kindly permitted me to mention him among those who are willing to testify to its genuineness."

# Grahame-White Weds Ethel Levey

ABOVE:- MRS GRAHAME-WHITE
BELOW:- FORMER MRS GRAHAME-WHITE. CLAUDE GRAHAME-WHITE.

London, December 28.—Claude Grahame-White, widely known British aviator, and Ethel Levey, one of the best known American actresses and the former wife of George M. Cohan, have been married here.

The aviator was divorced by his wife, who was Miss Dorothy Taylor, of New York, in London last January. Her petition for the restitution of conjugal rights was granted without opposition. An "American actress" was named in the divorce proceedings. The couple were married in June, 1912. Grahame-White had given flying exhibitions near New York and other American cities and was made much of socially.

Ethel Levey had already achieved success on the American stage when she married George M. Cohan in Atlantic City, on July 10, 1899. She divorced him in 1907 and the custody of their daughter, Georgia Ethelia Cohan, then six years old, was given to her. Mr. Cohan was to have the child for one month in every year and be permitted to see her at reasonable hours.

## TUCHUN CHEN IN CANTON

*Reuter's Pacific Service to The China Press*

Canton, February 10.—Chen Pin-chun, the Tuchun of Kwangsi, arrived in Canton on Wednesday.

Chen Pin-chun left today, homewards. It is believed here that the object of his visit was to urge General Lu Yung-ting to withdraw his resignation of the post of Military Governor of Kwangtung.


# DELAY IS DANGEROUS

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building a home for yourself, for the longer you wait the more you will have to pay for the land.

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# USE MORE DESTROYERS TO FIGHT SUBMARINES

## Britain Also Developing Defensive Inventions; Organises Safety Lanes for Neutrals

(Reuter's Agency War Service)

London, February 8.—In the House of Lords, Earl Curzon detailed the steps Britain is taking to combat Germany's submarine campaign. He said they were multiplying their destroyers to escort ships and to act as a screen, arming merchantmen, developing inventions to discover and destroy submarines, protecting neutrals by organising sea-lanes of safety and building new ships at an accelerated rate.

He warned his hearers that far greater restrictions of imports which are not essential would be imposed. He emphasised the necessity for economising food, increasing home production and making the war loan a success.

"We are now approaching the supreme and terrible times of the war. Possibly, in the coming months, the enemy will attempt to surpass his previous atrocities. We must use every effort to beat him. Our leaders must be courageous, prompt and resolute, otherwise better men will replace them.

# *Turks Re-inforced But Cannot Stay Advance*

## *Are Losing Very Heavily While British Suffer Very Light Casualties*

(Reuter's Agency War Service)

London, February 8.—In the House of Commons, yesterday, Mr. A. Bonar Law, Leader of the House, said that the successes attending the intensive operations during the past few weeks in Mesopotamia had been achieved despite the fact that the enemy had received large re-inforcements, the despatch of which was of great military advantage in weakening the forces to be opposed to the Russians when the time for their forward movement comes.

General Maude, Commanding in Mesopotamia, estimates the enemy's killed up to the 3rd at 2,630. The British losses have been very slight.

The mistakes of the past have been repaired and there are now no complaints about supplies. Traffic up the Tigris in January was almost ten times what it was in July. The success attending the expedition and the knowledge that it is well cared for has had a very splendid effect on the troops, who are showing a spirit of which they have reason to be proud.

General Maude himself deserves congratulations for the work he has done. He reports that the stubborn determination and fighting spirit of the troops and the complete co-operation between all arms has been superb.

Earl Curzon, speaking in the House of Lords, declared that there had been a vast improvement in every respect in Mesopotamia, with the result of a wonderful recovery in the spirit of the force. Letters he had received from officers in Mesopotamia all expressed confidence. They specially praised the wonderful endurance and constancy of the Indian troops in very difficult conditions.

This improvement had been reflected in the character of the results of the recent military operations. The force was now able to threaten very seriously the main front of the enemy on the left bank of the river.

Although operating in a secondary theater of the war, the force in Mesopotamia is playing a far from unimportant part in the world-wide campaign, by killing large numbers of the enemy and holding up a very considerable Turkish army, thereby easing the position of the Russians in the Caucasus and the British in Persia and also retaining positions of great strategic importance and putting an effective extinguisher on Pan-German dreams of a great Teutonic dominion extending from the Bosphorus to the Persian Gulf. Lastly, they were preparing for future eventualities.

The Imperial War Cabinet, said Earl Curzon, will arrange if possible for increased vigor in the prosecution of the war—the Dominions have given much and might give more; secondly, to discuss terms of peace and, thirdly, to discuss problems after the war. The Council might form the nucleus for a future Imperial Constitution.

He looked to the coming of the representatives of India as a means of removing the misunderstandings hitherto prevailing in the Dominions. The idea that India is a dangerous and unhealthy competitor in the field of labor has vanished on the battlefield and the Dominions realise that the Indians are fellow-subjects, with similar rights to themselves.

# LOWRIE INSTITUTE HOLDS REUNION FOR STUDENTS

## Founder and First Student Of Class Of 1860 Present In Alumni Gathering

On the second day of the Chinese New Year, Lowrie Institute (formerly called Lowrie High School), at the South Gate, held a tea and reception for its graduates and ex-students. Among those present were Dr. J. M. W. Farnham, who founded the school in 1860, and his first pupil, Rev. Tsu Tsok-san, both of whom are still in active service. Addresses were delivered by Mr. V. D. Kau, Manager of the Commercial Press, a graduate of the school; by Mr. J. C. Clark, of the Y.M.C.A.; and by Rev. Tong Tsing-en, Acting President of the Shanghai Baptist College. The alumni association has recently shown its loyalty and enthusiasm by giving $10,000 to start an endowment fund for the school, which has changed its policy and is being developed into a commercial and technical school. Mr. R. P. Montgomery, of the American Presbyterian Mission, is dean and Dr. P. W. Kuo, Ph. D., dean of the Government Normal College at Nanking, is President.

## COTTON TRADE ASKS AID

(Reuter's Agency War Service)

London, February 8.—Replying to a deputation of the Lancashire cotton trade, asking the Government for assistance in growing cotton within the Empire and suggesting the formation of a committee representing the Government and the cotton trade, to deal with the question, Mr. C. H. Roberts said that he could not promise financial assistance till after the war, but the proposals made by the deputation would receive the utmost attention.

## TAOYIN'S DUAL POST

It has been decided that the post of the Commissioner of Foreign Affairs should be taken by the Taoyin or Intendant of that place and Yang Tcheng, the Commissioner of Foreign Affairs at Shanghai, and Wu Tsong-lien, at Kirin, will be appointed Chinese Ministers abroad respectively, says the National Herald.

# *Hungry Dutch Women Besiege Food-Shops*

(Reuter's Agency War Service)

Amsterdam, February 9.—There are queues of women outside the food-shops in the poor quarter.

## AGAIN BOMB DUNKIRK

(Reuter's Agency War Service)

Paris, February 9.—The official communique issued this afternoon reported: An attack made by the enemy, in the region of Vaux-des-Palam-Eix, east of the Meuse, completely failed. There has been a violent artillery action in Woevre.

German aeroplanes bombed Dunkirk and the region of Frouard. Four persons were killed and four injured.

The communique this evening reported: We carried out a successful *coup-de-main*, east of Rheims. We effectively bombarded the sector of Hill 304.

## TO RESTORE EMPEROR

Peking, February 8.—A rumor is again current regarding the restoration of the Emperor Hsuan Tung and it is stated in the Sinwanpao that the military governors of 12 provinces have signed such a proposal.

## SIR JOHN TO RETURN

Peking, February 8.—There is a report that Sir John Jordan, the British Minister to Peking, will return to Peking.

## *News Brevities*

A meeting in celebration of the end of the opium traffic in China will be held in Martyrs' Memorial Hall in the Y.M.C.A. Building on Tuesday evening when a representative of Vice President Feng Kuo-chang and Rev. E. W. Thwing will be the principal speakers.

• • •

Visitors to Shanghai frequently express surprised admiration of the beautifully gowned figures in the show windows of La Vogue, 46 Nanking Road, but—for obvious reasons—the cream of their stock is reserved for inspection inside the store.

• • •

The Shanghai Stores Co., 21 Nanking Road, announce that the annual stocktaking sale will commence tomorrow and run for one week only. There are bargains in everything appertaining to men's wear, including ready-made British tailor-made suits.

• • •

The curio auction, tomorrow, at Messrs. W. Funder and Co.'s sales rooms, comprises, as a special feature, a collection of the now so very rare old Blanc de Chine. Amongst the other fine pieces should be noted a very rare Bronze Vase ("Landscape-Bronze") the like of which has scarcely been seen locally. As stated in the advertisement on another page every piece at the auction is guaranteed.

• • •

The following students of the British Chamber of Commerce language school have been successful in passing recent examinations:—

Preliminary: G. S. Hawkins, W. Taylor, W. L. Fernie, I. D. Macdonald, C. S. Speyer, R. A. Macfarlane, H. H. H. Priestley, I. S. Law, H. W. P. McMeekin, G. F. Haslam, F. W. Salter, J. R. Main, J. Feeley and A. M. Cobbett.

Intermediate: H. Macphail, J. M. Britto, W. Standing, N. G. Beale, C. L. W. Bailey, T. G. Smeaton, T. W. Shearstone, T. E. Mitchell, W. J. Hawkings, J. Kitto and A. J. H. Carey.

Final: J. A. Jackson.

• • •

According to an announcement in the National Herald, Dr. Wang Chung-hui will be appointed a Vice Minister for Foreign Affairs as one more Vice Minister to the Wai[illegible]pu will be created. Dr. [illegible]Wang is a Shanghai resident and was Minister of Foreign Affairs in the Sun Yat-sen cabinet.

## GLADSTONE'S GOLDEN RULE.

That Gladstone lived to be an octogenarian and was able to hew down giant trees as a recreation at an age when most men are incapable of exertion was largely due to the excellence of his digestion. To preserve this digestion Gladstone took extraordinary pains; for instance he told Sir Edwin Arnold that he always bit everything twenty-five times before swallowing it.

The trouble with many people is not how to preserve the digestion but how to restore it. Indigestion and Dyspepsia are the most prevalent ailments of the age; and, unhappily for themselves, sufferers from these troubles too frequently fly to purgatives for relief, with the result that they weaken the digestive organs instead of giving them the help they need, thus making matters worse.

There is only one way to cure disordered digestion and that is through the blood, for the digestive tract depends for its health and strength upon the blood, and therefore only pure, rich, strength-giving blood can restore it to a healthy condition. It is because they purify and enrich the blood, and make new good blood at every dose, that Dr. Williams' Pink Pills for Pale People have earned their world-wide reputation as being the most successful remedy for Indigestion and Dyspepsia of the age. Your dealer sells them, or you can obtain a bottle for $1.50 (6 bottles for $8—) post free from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.


**Pacific Mail Steamship Co.**

**NOTICE**

**RACES AT HONGKONG**

The Pacific Mail Steamship Company's s.s. "VENEZUELA," Captain Thompson, will sail from Shanghai at noon on February 13th, and is due to arrive at Hongkong on February 21st, and will sail from Hongkong for Shanghai on March 1st.

For further information apply to:—

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***APOLLO THEATRE:*** Programme for February 12th, 13th, 14th and 15th

**"TWO LITTLE VAGABONDS"**

*The film version of the immortal melodrama by the famous French Author, Pierre Decourcelle, adapted by Geo. R. Sims and Arthur Shirley.*

In Two Episodes of Four Parts each. Tomorrow showing the second and last episode, entitled: **"Fanfan and Claudinet"**

**"Two Little Vagabonds,"** as a play, has held the public for many years. It is full of action, and its pathetic side is relieved by touches of humour applied by the hand of an artist. A great film of a most exciting nature.

**CAST**

| | |
|---|---|
| Mlle. Madeleine Fromet | *Fanfan* |
| Mlle. Maria Fromet | *Claudinet.* |
| Mme. Vera Sergine | *Helene de Kerlor.* |
| M. Louis Gauthier | *Georges de Kerlor.* |
| Mme. Maud Gauthier | *Mme. de St. Hyrieix.* |
| M. Mondos | *M. de St. Hyrieix.* |
| Mme. Dax | *Zepherine.* |
| M. Milo | *La Limace.* |
| M. Georgaire | *Mulot.* |
| M. Ronoir | *Capitaine d'Alboize.* |

**Mlle. Fromet,** the wonderful little French actress, who takes the part of Claudinet, is one of the youngest cinema stars in the world, being only 11 years old. She is a little genius who throws herself into all kinds of roles with a remarkable intensity and truth of presentment.

**Synopsis of 2nd Episode**

Jean now grown up, becomes the vagabond Fanfan, and has for his friend the miserable, sickly Claudinet, who is also a vagabond, and nephew to the detestable crook "The Slug" and his drunken wife Zepherine. The only ray of sunshine in this hell is the affection the children have for one another.

By chance, one day they find themselves at a church door. Helene is not far off, and she still hopes to find her son. Fanfan, anxious to buy some medicine to relieve Claudinet's cough, steals her purse, but is discovered by the beadle of the church, who calls the police and has him arrested. "No," insists Helene, "the purse is not mine!" Fanfan, affected by such generosity, vows that he will never steal again.

In the meantime, Carmen confesses to her brother (George de Kerlor) that Helene is not guilty, but the only proof is the letters that are now in the hands of "The Slug." George starts out to find "The Slug" and his son, but Fanfan, in order to give up stealing, has run away, so they palm off Claudinet, telling George that he is his son. Then follow touching scenes. The child who has been ill-treated, finds that he has a good mother and home, and the only thing to complete his happiness would be to have Fanfan with him. But where is Fanfan? Who knows?

Fanfan had not forgotten the good lady, and his promise to her. Exhausted, he comes and knocks at her door and the two children meet again. Fanfan soon recognises his old home and throws himself into his mother's arms.

**Pathe's American and French Gazettes**

depicting latest events of interest

**"All Wrong"** A highly amusing Comedy

In order to give those who have not seen the first episode (four parts) of "Two Little Vagabonds" an opportunity to see and appreciate the wonderful film, it will be screened again tomorrow night at **8.15**. The second and final episode (four parts) will be shown during the usual performance at 9.15 p.m.

**"LILLIAN'S ATONEMENT"**

Commencing Friday, Feb. 16th

Dramatic Production in Five Parts,

featuring

**LILLIAN VIGGINS**

MATINEE Today at 3 p.m.

**"THE NEW ADVENTURES OF J. RUFUS WALLINGFORD"**

# Sonnino Bars Discussion On German Peace Offer

*Special Correspondence of The China Press*

Rome, December 24.—Signor Sonnino has notified the Chamber of Deputies, answering an interpellation of the Member of Parliament, Bastini, of the proposals of peace addressed to Italy by Germany. Signor Sonnino, during an anxious silence in the Parliament, expressed himself thus:

"In reality the Swiss Minister has presented to me a note from the German Government and its three allied powers, proposing that peace negotiations should be entered upon. The Swiss Minister added that he made this communication in his quality as representative of the German interests in Italy, and that it was not his intention to execute any function of mediation.

"I have answered him, acknowledging it, and thanking him. In order to answer the demand contained in the interrogation, I may at once declare that in the note there is no indication of peace whatever. Besides, the text of the translated note was communicated by the Agency Stefani. In the original French text, the words alluding to the conditions of peace run as follows:

"'The four allied powers propose to enter from the present moment into peace negotiations. They are convinced that the propositions which they will make therein, and the aim of which will be to assure the existence, the honor and the free development of their people, will be efficient to serve as a basis for the re-establishment of a durable peace.'

"That is all! For the rest there are reasonings about the war. I have answered to the Minister of Switzerland, that, naturally, after having spoken with my colleagues, I shall come to an understanding with the other allied Governments, as regards the answer to this note, which has equally been concerted between the four hostile powers.

"I should like to ask the deputy who interrogates me, and the others, to decide not to prolong this discussion; and this for the following reason: In such a delicate matter it is very important that the Allies proceed in full unison, not only in the substance and its fundamental notion, which goes without saying, but even in the form; and this would be impossible if each one would like directly, a priori, to manifest his particular impressions. I have nothing more to add."

The Giornale d'Italia, criticising this historical speech, has collected the opinions of foreign representatives in Rome regarding the same.

M. Barrere, the Ambassador of France, said: "This is a discourse worthy of a great statesman, who speaks in the name of a great country. The discourse will have its effect, particularly on the enemies, because it affirms the complete solidarity of the allies, which Signor Sonnino wanted to underline several times."

Mr. Rennell Rodd, the British Ambassador, said: "The enthusiastic acclamations of the Chamber are an invigorating sympton, which will make all our friends, the neutrals and even our enemies understand. The spirit of the Chamber is in intimate accordance with the one of the Government, and the Italian nation has full confidence in the men who preside over her destinies."

M. de Giers, Russian Ambassador, thinks that once more Sonnino proves that the real originators of the war have been the two Central Empires, which deliberately attacked the pacific European nations.

The Japanese Ambassador is of the opinion that this speech will contribute to keep up the national concord, leading Italy finally to victory.

* * *

At the Excelsior Hotel, Mademoiselle Saillard, advocate of the Court of Paris, held a conference in behalf of charity, having as her subject: "The woman after the war"; showing that after the noble example given by the women in France, Britain and Italy, they could not return in time of peace to their humble condition of subjection to the marital will.

* * *

A decree has been published, enforcing the use of wireless telegraphy on every boat, steamer or sailing vessel which has on board more than 50 persons. This law has to be always observed, with few exceptions only, which are: when the number of people only incidentally reaches 50 or more; when the boats on their voyage do not go further than 150 miles from the coast; when the boat, in an unforeseen case, had to take on board numbers superior to 50, due to the necessity to handle the cargo, with the condition that they do not go from one continent to another. Exempt are also the sailing vessels of old design where the installation of a wireless apparatus is impossible.

This decree also regulates the call for help addressed to the other boats, enforcing the duty of immediate aid from the vessels that received the call, and leaving to the captain of the one who appealed for help, to choose from which boat it is to come, and other circumstances inherent to the calling and answering.

* * *

Modena will have a special school for "Arts and Crafts," donated by Signor Fermo Corni, who gave to the Municipality the generous sum of 350,000 lires.

* * *

The Minister of Finance has presented to the Chamber of Deputies the provisional budget for 1916-1917. His exposition is a clear, honest, straightforward document, and is a masterpiece of work, equitative in the exigencies from the people who during this war, without a word of protest, have endured the raising of the taxes, in order that the war, which costs every month a milliard of lires, may continue, without affecting the credit of the nation.

The Minister after alluding to the loans that had to be realised, to the circulation and exchange, enters into the economical condition of the country, which, notwithstanding the war, could not be desired to be better under the present trying circumstances.

* * *

The "National enterprise for the orphans of peasants killed in the war," presided over by the Deputy Luigi Luzzati, will have its first meeting in Rome, where there will be assembled 69 Presidents, appointed by all the Italian provinces. They will at once begin their benevolent work.

* * *

The Pope on the occasion of Christmas, is sending to the Italian prisoners of war at Mauthausen, 20,000 packets, containing victuals. The order was given to a Milanese firm, where lately some ladies of the aristocracy have been working on the preparation of these gifts. The parcels contain: a kilogram of bread, two tins, one of sardines, the other of meat, a block of chocolate, and some dry fruit. The whole packet is enveloped in a cloth, on which is to be seen the Pontifical coat of arms, with this saying: "Il Santo Padre offrende benedice."

The packets have already been sent in charge of Mgr. Cavezzoli and through Chiazzo. All the possible facilities were given by the Swiss authorities.

* * *

The diploma of a fully qualified captain of navigation was given for the first time to a woman in Italy to Miss Elisa Belluomini, by the Nautical Institute of Viareggio. Miss E. Belluomini is only seventeen years of age.

* * *

I hear that the census of the canine population, comprising only those of large size, as hunters, watch-dogs and dogs of luxury, will be compiled all over the Italian provinces, as possibly they may be required to render service in the battlefields. Dogs which already have given proofs of ability as advance guards and for reconnoitering purposes have been of very great military assistance.

* * *

The birds of passage that used to come for the winter to the southern latitudes of Italy and France, this year found the crossing of the Alps impossible on account of the persistent artillery shots. So they had to return to the places where they had spent their summer holidays. Due to such a state of affairs and taking into consideration that with the cold winter and the snows, there would be no way for them to get food, the Commandant of the IX Prussian Army Corps has ordered all the proprietors of land in Schleswig-Holstein to kill the birds on their properties, and to distribute them to the districts where there is no meat.

* * *

A law-suit against the Emperor of Austria will be discussed this month in the Supreme Court of Ancona. The Emperor, previous to the war, ordered some repairs to be made on his property, the celebrated Villa d'Este, at Pivoli, near Rome. The architect, Signor Nobili, for the work executed presented a bill of 100,000 lires. The proprietor failed to recognise the debt, and appointed an ingenieur to inquire into the matter. Signor Nobili, on the other hand, did not accept the valuation proposed by the imperial expert; and from this conflict results the law-suit.

* * *

The Petit Journal of Paris publishes a correspondence from Rome, which I have great pleasure in reproducing, as its contents reveal the great devotion of Their Majesties for the soldiers of the country. Describing the Quirinal, the residence of our Kings, which Queen Elena transformed into hospitals, the paper relates that in the apartment which was formerly occupied by the Queen Mother, the "boudoir" is serving today as a cabinet for X-rays. The drawing-room, airy and vast, from the windows of which there is a magnificent view of Rome, is now the recreation-saloon for mutilated soldiers. Under the pictures of Boucher the wounded play on their mandolins. On the mosaics which date from the time of the early Popes, circulate convalescent chairs of very recent design, with their sick occupants. There is a touching particularity: Every drawing-room has lost its previous name. There are no more the drawing-rooms of the Ambassadors, nor the Green or Blue Drawing-room; but only the Drawing-room of "Giovanni Dnofri," or "Pietro Novelli." These are the names of the first soldiers decorated in the war. The room where King Umberto kept his sporting rifles, is today transformed into a pharmacy. There is not a room, except the apartments occupied by their Majesties, which has not been transformed. The Royal portraits are lying under a bed, and one particular portrait has the front against the wall. It is the picture, in large size, of William II., in grand uniform. In the superb gardens the soldiers play, or are sitting on the balcony that dominates the Horses of Fidia and Prassiteli—smoking cigarettes.

# Memorial Service to Ting Tse-ji, 50 Years Compradore in Shanghai

*The late Mr. Ting Tse-ji*

A memorial service marking special tribute to a remarkable figure in Shanghai's commercial history will be held at the family residence of the late Ting Tse-ji, at the East Gate of Chuensha City, on Wednesday of this week.

Ting Tse-ji, who for 50 years had served Messrs. Westphal, King and Ramsay, Ltd. and their predecessors, as compradore, was one of the earliest pioneers of the Chinese-foreign mercantile world of this city. He passed away on Jan. 11, in his seventy-third year. Born on July 20th, 1845, in the Hsien of Chuensha, he was early sent to Shanghai by his father to learn the business of native banking at Nantao.

In 1865, when he was in his twenty-second year, he entered the service of a foreign company, (Chinese hong name "Woh-Kien"), thereby beginning his successful business career in association with foreign merchants. He became, soon after this, compradore of Lipoli and Co. at Hankow, and there he made the acquaintance of the late W. W. King, of Westphal, King and Ramsay, Ltd., which acquaintance developed in time into life-long friendship and business partnership.

When the last mentioned company was organised at Shanghai, Mr. Ting became its compradore as well as one of its original shareholders, and he was largely instrumental in building up its extensive interests. This position he held until his death, enjoying the confidence and respect of his colleagues both for his integrity of character and his business expertness.

Mr. Ting was widely known among Chinese circles for his many benefactions. While wealthy, he nevertheless lived simply. He was a generous donor toward charities, among his special beneficiaries being the Chinese Red Cross Society, the Widows' Home at Kiangwan and the House of Benevolence at Chuensha. He was public spirited and always took a leading part in welfare work for his native place, for which he was on several occasions honored with official recognition in the form of commendatory tablets, medals and titles.

In 1904 there was a severe flood at Chuensha caused by the breakage of the embankment by a heavy typhoon. Mr. Ting organised relief work for the destitute and contributed generously to its funds. By his efforts money was raised locally and the embankment was rebuilt. He was deeply interested in the progress of education in his native city. With the help of some friends, he established and supported the "Tuh-sing" Primary School for poor children. In the second year of the Republic, when local self-government was inaugurated at Chuensha, Mr. Ting was elected a member of the local council, in which he served as Chairman.

Mr. Ting enjoyed remarkably robust health and was active in business and public affairs to the very end of his long life. His last illness was brought on by an attack of indigestion. He is survived by two sons, Jude Ting and Michael Ting, who succeed him in the Compradore's Office, four daughters, seven grandsons, eleven granddaughters, and two great grandsons.


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# LITTLE PEACE HOPE, ASSERTS RUPPRECHT

## German Leader on Somme Prepares for Renewed Offensive By British

## SURE HIS FRONT WILL HOLD

## Allied Supremacy in Artillery And in the Air Gradually Overcome, He Says

*(By Cyril Brown of The New York Times)*

Headquarters of the Crown Prince of Bavaria's Group of Armies, Dec. 21.—"Wait and see what, if anything, comes of it. I personally don't take any too much stock in it." This was the opinion regarding the prospects of Germany's peace offer expressed by Crown Prince Rupprecht to me tonight, making it clear that he spoke purely as a soldier whose only thought is to do his duty and continue to fight until ordered to stop fighting.

The Commander-in-Chief of all the German armies between Verdun and Flanders thinks the same as the man in the trenches on the subject of peace. Both use almost identical words, and the same conservativeness of Prince and private regarding all peace talk, with no unreasonable skepticism regarding the immediate or practical results of Germany's offer, I found up and down the whole Somme front. For all the Somme fighters, grenadiers and generals, front and staff officers, the vitally interesting fact is that the English, according to the view here, have been beaten to a finish in this greatest offensive, and that the German Army is taking little stock in peace talk. After their Somme experience they look sooner for a renewal of the murderous struggle, and they are filled with confidence that they will push back the French and English as often as they may resume the battle.

**Rupprecht Still the Anvil**

With a flash of friendly recognition Field Marshal Rupprecht, saying, "We have met before," recalled that I had last been with him in June, 1915, just as he was meeting one of those numerous Joffre offensives, which then seemed the non plus ultra to commanders and correspondents. With a whimsical smile he recalled that he was the anvil, while Mackensen, then at the height of his great drive through Galicia, was the hammer. History is again repeating itself today, the Crown Prince playing the hard anvil role on the west front, while the sledge hammer is busy in Rumania.

"I am still the anvil, but the anvil is holding out pretty well," he said.

"How much longer?" I asked.

"I don't know." Rupprecht smiled. "As long as is necessary. The battle of the Somme is over. It may begin again. At any rate we are having an intermission. If the Somme battle begins again the English will find that we are ready for them and that we are prepared to give them a stronger reception than ever before. Let's see. It began on June 24, and has lasted till now. We can safely say now that there were some critical moments at the beginning when the enemy was immensely stronger than we, particularly in artillery and in the air."

The German military mind, which patiently works out the causes of reverses with even greater thoroughness than of successes, has reached the conclusion that the overwhelming aerial ascendancy of the French and English on the Somme was probably the principal factor in their successes, the theory apparently being borne out by the fact that the tempo of the Somme offensive slowed down to a complete stop as the equilibrium in the air war was restored.

"How much stronger in flying were the French and English at the beginning?" I asked.

Rupprecht turned to his chief intelligence officer, who cautiously said: "Very much so." The Crown Prince himself said:

"Ten times stronger than we, at least eight times. I have to say between eight and ten, but all that has now changed. In artillery, too, in every respect, in fact, we have been growing slowly stronger from month to month, and we shall continue to grow stronger. In the last few months we have shot down many more enemy fliers than we have lost. Unfortunately, we lost our best one, Boelcke, through a stupid accident."

Despite this heavy loss, the Crown Prince intimated that the Germans had not only restored the aerial equilibrium, but had virtually regained the ascendancy on the Somme.

The Field Marshal asked where I had already been with his army. When I answered that I had just come in from the Butte de Warlencourt beyond Bapaume, famous as the scene of a desperate struggle between the Grenadier Guard and the Australians, he said:

"That's pretty near the front (the English lying less than a hundred yards away,) that's a decidedly draughty corner of the front."

Draughty is German military slang for heavy shell fire.

**Artillery Now Equals English**

The Crown Prince mentioned the frequent heavy fogs at this time of year as a factor calculated to dampen the English attacking ardor. At the last of September General Gallwitz had told me that the artillery equilibrium was not quite yet restored on the Somme. I gathered today from the Field Marshal that this desirable state had been reached at last to his own satisfaction and that should the Somme battle flare up again it might well be expected to take the normal course of all western offensives, with very slight local ground gains, if any, purchased only at a frightful cost.

When I spoke of the decisive factor of heavy artillery, mentioning the strong army I had seen both at the front and on the staff maps, the Crown Prince with one of those sudden feeling smiles characteristic of him, said quietly but decisively:

"If they attack again, we shall be ready for them, with artillery, too. It will cost the English nation more to duplicate their gains than for nearly six months."

He intimated that they would not get far through him in the future at any price.

The Crown Prince spoke earnestly of the tragedy of the civilized nations of Europe tearing one another to pieces and indulging in such hideous mass murder as was examplified on the Somme. In this connection he several times mentioned the losses of English.

"At what do you estimate them?" I asked.

"That is very difficult to say. I am convinced, from the best information, that their losses have been much heavier than we had believed. That last list of 9,000 dead in The London Times can only be from the November fighting."

He remarked to his intelligence officer: "I should say that the English losses were around half a million." His intelligence officer agreed that the estimate was not excessive, but rather moderate, if anything. He went on:

"The English losses were very much heavier than ours. Particularly heavy were the losses of the Australians against our Guard. The Australians and Canadians, I suspect, did not know what they were being sent up against."

The remark was made that the result of the Somme battle was largely due to the individual superiority of the German soldier, even over the British Colonials, who had been consistently at the deadliest point of the offensive and had borne the brunt of the fighting as of the losses.

"The Australians are brave," said the Crown Prince. "There is no doubt of that. One must give them credit for it. They stormed again and again hopelessly and with the heaviest losses. But the better men won in the end. In addition the Australians and Canadians lacked their foemen's training, discipline and leadership, which, together with their individual superiority was decisive. Our Guard fought and held against odds of three to one frequently. During the course of the Somme battle the foe outnumbered us more than three to one."

I asked whether his remark during the battle for Lille that the French could gain no real successes of strategical importance unless they broke clean through him for at least twenty five kilometers (fifteen miles) still held good today for the same conditions.

"Yes, that still holds good today. In spite of the sacrifice of half a million lives and using up such vast quantities of ammunition as it is almost impossible to match, the English have reached no strategic goal. After six months' trying they have been unable to break through us on a broad front, and have not even made any tactical successes of importance on the outcome of the war to show for their losses."

**Ready for Renewal of Attack**

Nevertheless, the Crown Prince made it clear that he really expected and is prepared, for the English to resume their stubborn attack, although he was unwilling to commit himself as yet. Asked why the English had continued the offensive as long as they had he thought they had probably realized some time ago the impossibility of breaking through the German Somme front, but their Somme offensive in its last operations was undoubtedly connected intimately with operations on the other fronts.

"They hoped to stop us in Rumania by continuing the Somme offensive, he said. "In this they failed in their first objective of breaking through our front."

The Crown Prince said the German armies felt that by holding on the Somme they had helped in gaining victories in Rumania. Again referring to the last desperate assaults of the English, the Crown Prince remarked:

The airman Boelcke also played a role in their last attacks—as we could learn from their wounded and prisoners. I do not like to say that the English could not have got their men to attack without forcing them. It is certainly a sign of weakness that they should have thought it necessary at all or even desirable."

The Field Marshal at headquarters asked where I was going next, and on replying that I was hurrying back to Berlin to see if the new born peace dove there was still alive he smiled politely and said in his democratic manner:

"I don't take much stock in it—not with the people who are at the Entente helm. The politicians will find a way of throwing peace."

"If the English soldiers in the trenches had anything to say about it, do you think they would make peace more quickly than the statesmen?"

He replied: "If the politicians could only be brought to the front and shown how it really is on the Somme I should have more faith in the possibility of an early peace, but the politicians have a way of getting around facts and actual conditions, by which all are displeased. I hear that they will do so this time, too. There has been much noise, talk, and writing in the war. Take, for example, the discussions about 'democratic England.' We have in Germany a form of equal suffrage which they have not in England and, before the coming of Lloyd George just now, the Government of England was absolutely in the hands of a little clique of the aristocracy."

**Calls Germany Democratic**

The Crown Prince elaborated at some length his convictions that there was more democracy in Germany than in England, then he turned to peace. His intelligence officer reported having "interviewed" some English prisoners freshly brought in today saying:

"According to prisoners' statements the news of Germany's peace offer spread like wildfire through the French trenches, and the English were told to be hopeful, that something would come of it. An English prisoner said that he only wished Lloyd George could be put in front of the English army, and if so there would be peace instead of sorrow."

"In the 'draftiest corner of the Somme front' they don't take much stock in prisoners' statements, Crown Prince Rupprecht said, adding: "Great reliance is to be placed on letters found on prisoners and wounded. From letters which have come into our hands in the last month there is undoubtedly a growing sentiment for peace in the English ranks. We must wait and see. We, too, are determined to fight on if necessary and as long as necessary."

The Bavarian Prince, at bay before Bapaume crouching ready to spring at the French and English the moment they show renewed activity on the Somme, is practically much the same as the unbeatable guardian of that other way to Belgium, the defender of Lille, only a shade grayer, a pinch gaunter about the face and neck, looking a bit worn from overwork, but still an optimist. He has, however, gained in stature. He is a leader of armies, ripe with the experience of two years' meeting of offensives.

"I have had a good deal of practice in the field," he said. He smiled whimsically as if enjoying Falkenhayn's and Mackensen's campaign and longing to lead a great offensive army himself.

"How many offenses have there been?" he asked his intelligence officer.

"I have stopped counting them," that functionary remarked.

"Let's see. First there was the Champagne, and Neuve Chapelle, then the May offensive in Artois. Then the Loos Fromelles, and now the Somme," Prince Rupprecht remarked. He intimated that all previous offensives had been bagatelles to dispose of compared with his present task, that there was no comparison between the battle for Lille and the Somme, and that the end was by all means in sight.

The Prince's long and stubborn defensive of the roads leading to Belgium brought up the subject of the social and economic conditions resulting from the English blockade. He expressed astonishment that "America has been aroused over the treatment of Belgium, whereas poor, violated Greece is passed over in silence, "apart from the fact that the circumstances and conditions surrounding the deportations of Belgian workers as they have been represented in America are in no respect true to the facts."

Again referring to the Somme, he said:

"There is no breaking through here—not a chance."


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# EXPLOITS OF THE U-53 CITED AS A WARNING

### Electrical Experimenter Says Foray Off U. S. Coasts Is Handwriting on Wall

### PREPAREDNESS IS URGED

### Enemy's Subsea Flotilla Could Sink Our Warships, Magazine Asserts

New York, December 24.—In the forthcoming December issue of The Electrical Experimeter, the trip of the German war submarine U-53 to the American coast is compared with the handwriting on the wall at Belshazzar's banquet.

"The last Babylonian king was warned," the editorial says, "but like many others of his predecessors and many of his successors he scorned the warning. His kingdom had waxed rich and was bulging with treasure. But history all down through the ages teaches us that when nations have too many treasures and when they enjoy too much prosperity, they grow less and less aggressive as well as less vigilant.

"The United States today is in no different position than was Babylonia under Belshazzar's reign. Like his country, the United States is probably the greatest treasure land of the times. Like the Babylonians we have grown fat and rich and our vigilance has grown less and less as we have grown fatter and richer. Our army is spoken of in contempt by the great nations of the world, and if anything serious should happen to our navy—now but the fourth in size and power—a seasoned army of 300,000 men of any first class Power landed on our shores would conquer us in short order."

Our geographical position with great expanses of water between us and the great countries of Europe was in itself a protection only until the new submarine caused our isolation to pass into history for all time according to the editorial.

**This the Era of Submarine**

"In the next war in which we will be involved—and no one doubts that our turn will come next—submarines will play an even more conspicuous role than in the present war," the editorial continues. "That the great nations of the world will build entire submarine flotillas, far larger and better than the present ones, is an absolute certainty. The submarine has proved its worth, and, while it may not decide wars, it certainly can raise tremendous havoc among an enemy.

"Moreover, nations do not declare war as leisurely as was the fashion in the past. They aim to strike a vital blow first and declare war afterward. The argument comes after the declaration, and before. Thus, if an international crisis impends, it would be a simple matter to station a few hundred submarines in close proximity to our shores near the points where our battleships congregate, say, at Newport News or Narragansett Bay, or any other important point. At a given moment it would be easy for the enemy to approach our vessels and sink our entire fleet, or at least cripple it so seriously that we could not effectively prevent a landing. That would be the beginning of the end.

"Let our pacifists who scoff at this idea reflect on just what occurred when the German war submarine—the U-53—suddenly bobbed up in the midst of our Atlantic fleet only a few weeks ago. No one knew whence it came and when it was to arrive. Does it not send chills down our pacifists' backs if they contemplate that a dozen such submarines could have bobbed up just as ready—and with disastrous results—when we were in rather delicate relations with Germany not so many months ago?

**Sees Canal at Foes' Mercy**

"And would it not be an equally simple matter today for enemy submarines to enter nearly all our harbors and dockyards unknown to us? And how about Panama and Colon? Would it not be comparatively easy for an enemy U-boat to effectively block the canal by sinking ships at either entrance? Given certain circumstances, with the canal made impossible for our fleet, even for 48 hours, the consequences might prove disastrous for us.

"Will we learn our lesson? Will we construct adequate defenses? At the present writing Canada already has taken due precautions. Thus Halifax, for instance, has protected its harbor by gigantic sunken steel nets, suspended from floats. This, perhaps, is a fairly good measure to be taken in war times; however, it does not lend itself well for a nation during peace times."

The magazine suggests that an electrical apparatus which has been devised to detect the approach of metal bodies in water should be installed in American harbors without waiting for war to be declared, before trying to take steps to combat the submarines. These, it says, would keep persons in a central station informed regarding all metal vessels passing over the instruments and would make surprise attacks impossible.

# PLAN TO DEVELOP INDIA'S INDUSTRIES

### Expert To Tour the Country And Report On Means Of Expansion

### PROSPERITY IS GENERAL

### Government Aid To Encourage The Artisan Class And Employ Idle Capital

Simla, India, October 6 (Correspondence of The Associated Press.)—India is on the threshold of a new industrial era, according to the opinion expressed generally by Indian and British business men and officials. This country, with its vast natural resources, is now in a comparatively undeveloped state industrially, but a great wave of sentiment in favor of institut ng measures to insure immediate and substantial progress appears to be sweeping the nation.

A concrete indication of the recognition of this feeling may be seen in the recent appointment by the Government of an Indian Industrial Commission, made up of prominent British and Indian experts, who are about to start from Simla on a country-wide tour for the purpose of investigating industrial possibilities. Upon the report which they will make the Government expects to base action that will enable India to meet trade conditions after the war.

Several reasons are assigned for the seemingly sudden arousal of India from the lethargy which has acted as a damper to progress industrially thus far. The principal causes named are these:

India today is more prosperous than ever before in its history, and money is plentiful. This is due largely to the fact that the last four monsoon seasons, upon which the all-important crops depend, have been good.

The war also has played an important part in this change of feeling. For one thing, it has taught the people of India the importance of the world outside their own country. The vast bulk of the population is illiterate, and many for the first time are beginning to get an idea of geography, to learn that India is not the hub of the universe, and that the world is filled with great nations which depend upon industry and trade for their power. They also have seen that many of the necessities and luxuries which they were wont to get from other countries, and which might have been that many of the necessities and luxuries which they were wont to get from other countries, and which might have been produced at home, have been cut off by the war.

Finally, industrial education, which has been increasing slowly but steadily, has had its effect. Years of labor in the various industrial schools appear now to be bearing considerable fruit.

The Industrial Commission is made up of ten experts, headed by Sir Thomas Holland, President of the Institution of Mining Engineers of the United Kingdom and widely known as an industrial authority. The scope of inquiry is so comprehensive that it will take several months to complete the program laid out. In the main the commission will prepare itself to suggest the most profitable lines of action with the object of drawing out capital now idle, of building up an artisan population, of carrying on the scientific and technical researches required to test the known raw materials, and to design and improve processes of manufacture, of distributing the information obtained from researches and from the results of experience in other countries, and of developing the machinery for financing industrial undertakings and marketing products.

There are numerous industrial enterprises which many feel may be embarked upon profitably in the near future. Among these is the leather industry. India exports great quantities of hides. Heretofore most of these have been sent to America and Germany to be tanned, and it is said that there is no reason why some of this work should not be done at home. The other leading possibilities named include the expressing of oil from seeds, the manufacture of paper pulp, the making of glass, the production of dyes from the plentiful raw materials at hand, and the extraction of perfumes, essential oils, and drugs. There is also room for great expansion in the iron and steel industries, which are still in their infancy, as well as in the smelting of aluminium tin, zinc, and copper ores.

One of the important questions to be solved by the commission is what form Government aid to new industries shall take. It is generally predicted that the Government will be prepared to render technical assistance, possibly through the establishment of central research laboratories, and will also give financial aid in some form, either direct or indirect. That Government backing will be necessary to create confidence and draw out capital is generally conceded by most students of the problem.

In addition to its other work, the commission will consider the vital matter of India's trade policy after the war. In general it may be said that the members will look into the problems taken up at the recent conference of the Allies in Paris. This question, of course, is not open to public discussion at present, but obviously the future trade relations between India and the United States and other neutrals will come in for a considerable share of attention.


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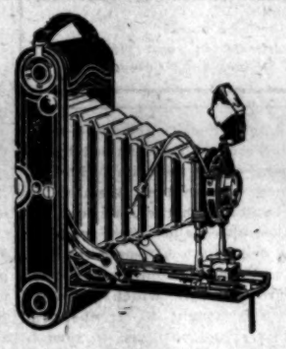

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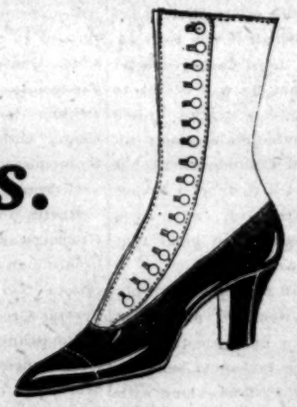

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# How Modern Wars Have Ended

(*New York Times*)

THERE is no exact parallel in modern wars for Germany's action—an underfeated belligerent asking her adversaries to meet her and discuss unformulated terms of peace. The impresssion, however, that nations desiring to end a war generally avail themselves of the offer of some friendly neutral to act as mediator is utterly unfounded, though a great deal of the talk about the possible action of the United States in such a way has proceeded as if that were the almost invariable rule.

When England desired to end the war with Colonies she began by sending separate negotiators to the French Government and to the American Commissioners in Paris. The latter, though positively commanded by Congress to negotiate no peace without the participation of their French allies, did sign a sparate treaty, though with the reservation that it should not go into effect until France had made peace. They then informed the French Government, which accepted the terms.

The Napoleonic peace treaties usually began with an armistice. The most famous, the Treaty of Tilsit, was brought about by a personal meeting between Napoleon and Alexander I. on a raft in the middle of the River Niemen to agree upon an armistice which the Tsar had already sought. An armistice was also agreed upon after the battle of Lutzen, but Napoleon would not agree to the allies' terms and resumed hostilities. His fall in 1814 was accompanied by no negotiations; the allies were actually in Paris. Napoleon's Generals persuaded him to sign an act of abdication, and the French Senate dethroned him.

The way to the Peace of Ghent, which ended the War of 1812, was paved by an offer of the Tsar to act as mediator, though it was rejected. In rejecting it, Lord Castlereagh let it be known that he was willing to negotiate directly with the United States. The United States gladly accepted and sent Commissioners, but England neglected to appoint envoys until long afterward, when her troubles had become so great that she was desirous of peace.

In the Mexican war President Polk was always anxious for peace, but his envoys were not accepted. At last he went so far as to send an envoy, Nicholas P. Trist, along with Scott's army, authorized to treat with Mexico the moment that country was willing to do so. Scott quarreled with Trist and refused to transmit his letter to the Mexican Government, and Trist had to get the British Minister to forward it. After repeated failures and rebuffs, he finally got in touch with Commissioners appointed by a new Government which had succeeded Santa Anna, but not until Polk had ordered his recall. He disregarded this order and negotiated the Treaty of Guadalupe Hidalgo.

On the death of Tsar Nicholas I., his successor, Alexander II., announced to the Courts of Europe his desire that the Crimean war should end, and this is the nearest approach to a parallel with Germany's action today. A peace conference was held in Vienna, but in three months it was broken off and the war resumed. The war went on until Austria, a neutral Power, threatened to join the allies unless the Tsar accepted her ultimatum. He at first refused, but a personal letter from the neutral King of Prussia induced him to reconsider, and the final peace conference was held.

The war of Italy, France, and Austria in 1859 was terminated in a surprising fashion by an armistice agreed on personally between Napoleon III. and Franz Josef, just as the French and Italian armies were in the full tide of success. Victor Emmanuel was forced to agree, and the terms of the armistice were embodied in a peace treaty.

The war between Prussia and Denmark in 1864 came abruptly to an end when the Danes learned that neither England nor France would help them. They dismissed their War Ministry from office and sent proposals for a truce directly to Berlin and Vienna.

The terms of peace between the United States and the Confederacy were arranged by Generals in the field.

In the war between Austria, Prussia, and Italy in 1866, Franz Josef, after his defeats at Koniggratz and elsewhere, informed Napoleon III. of his willingness to cede Venetia to Italy and his desire that Napoleon be mediator. Napoleon accepted, and Bismark drafted the terms and sent them to Napoleon, who, as mediator, accepted them. An armistice followed.

In 1870 the French Government which succeeded Napoleon III. asked first for an armistice, then for peace, but the requests were declined and the siege of Paris began. After the surrender of Paris the Germans consented to an armistice to permit the election of a National Assembly which it could recognise. The preliminaries of peace were agreed on between Bismarck and Thiers at Versailles, and the treaty followed at Frankfort.

The Russo-Turkish war was cut short by England's threat to enter it. Russia arranged an armistice immediately and negotiated the Treaty of San Stefano directly with Turkey. England, backed by France and Austria, refused to recognize it, and the Congress of Berlin was summoned; but before it met the Tsar had negotiated a secret treaty with England embodying most of the agreements subsequently made there.

China made two approaches to Japan while the war of 1894 was going on, but through envoys who had no proper credentials, and Japan refused to treat with them. When China was wholly defeated and the Japanese armies about to march on Peking, the Empire sent Li Hung Chang with proper credentials to Shimonoseki, and the treaty was at once drawn up.

Russia put an end to the Turco-Grecian war of 1897 by peremptorily ordering an armistice just as the victorious Turks were marching on Central Greece.

The Spanish-American war of 1898 closed when Spain, on July 26, made overtures to the United States through Cambon, the French Ambassador at Washington. Seventeen days later the protocol was signed.

The Boer war ended in an unprecedented way. The members of the Transvaal Government rode into Middleburg and requested to be sent to Lord Kitchener to arrange peace terms with him. He met them, but held that because of the peculiar character of the Boer army the men in the field would have to be consulted if any assurance of peace was to be given. Steyn, De Wet, and Delarey went to the commandos, explained the situation to them, and each body in the field chose two delegates to meet at Vereeniging and decide the matter by vote.

President Roosevelt brought the Russo-Japanese war to an end by sending, on June 8, 1905, identic despatches to both Governments urging that they enter into peace negotiations. Both accepted and sent envoys to the United States to negotiate the Treaty of Portsmouth.

An armisice in the first Balkan war was ended by a breaking off of negotiations. The Powers then agreed upon terms and offered mediation. A second armistice was signed, but Montenegro would not join it and went on with the war. She captured Scutari, but Austria took it away from her, and the second peace conference, which was successful, met at London.

The ways of ending wars, therefore, are various. Mediation has played an infinitesimal part in the wars of the last century and a half; and direct application by one belligerent to others, save in cases of utter defeat, has few precedents.

# Germany Striking At Belgium's Soul, Says Cammaerts

## Poet Fears That the Enslaving of His Countrymen by the Germans May Be the Last Straw Which Will Break the Belgian Spirit

## To My Country In Bondage

**By Emile Cammaerts**

HOW long, oh, how long,
Beloved friend,
Wilt thou stretch out towards me
Patiently
Thy bruised hands?

Oh, the merry tinkling sounds,
Every morning,
Of the milk carts on their rounds,
And the yelping of the dogs,
And, on the golden straw,
As they folt the road along,
The big fat cans of copper bright,
With belly full, head on one side,
Dancing their old tipsy song
Beneath the summer sun!

How long, oh, how long,
Proud sister mine,
Shall their iron heels, their bloody fists,
Tear and crush thy heart?

Oh, the cheerful, happy crowd,
Every evening,
On the pavement, round the tables, laughing loud,
And the brown beer frothing,
The glasses overflowing,
And the long pipes of clay
Whose curling smoke we watch,
Soul at peace and spirit gay!

How long, oh, how long,
My tender mother,
Shalt thou endure their bitter mockery
And that supreme offence:
Their condescension?

Oh, the long, long walks on Sundays,
Across the open fields,
By the white roads, beneath the trees,
And, in the willows' shadow, the waters dark,
Ruffled by the breeze,
The cottages with shutters green,
The perfume of the heather
Like the honey of the bees,
The children playing in the dust,
The lovers close together,
With dry throats and eyes unseeing,
Walking slowly, 'neath bright skies,
A blade of grass between their teeth!

How long, oh, how long,
My own country,
Wilt thou stretch out toward me
Patiently
Thy bruised hands?

*—From "New Belgian Poem." English translation by Tita Brand-Cammaer s, wife of the poe'. Published by John Lane Company.*

**By Edward Marshall**

EMILE Cammaerts, the Belgian poet, sat talking to me in London, tapping his fingers nervously against a table. He looked wan and ill. I never have seen human eyes more sorrowful than his.

We were discussing the recent deportation out of Belgium of the greater portion of her remaining able bodied men, who, it is supposed, have been taken to perform semi-military work in Germany—work which will be of service to that enemy who wrecked and tore and devastated their native country.

"This is the worst thing that has happened to Belgium," said he. "It is more dreadful than the burning of her cities, than the slaughter of her fighting men, than even the terrible abuse of her poor womanhood.

"For, after all, the deeds which preceded it were but attacks upon the bodies of my country men and women. This is an attack upon their souls.

"It seems to me that this must be regarded as the final blow.

"Until now the remaining Belgian population has been able to react against the measures taken by the conquering Germans. One reaction was the campaign of the Belgian army. That was the direct reaction against invasion.

"Belgium had been defeated, but its defeat had been glorious, not such a one as would rob her of her heart. To know that one is blood and bone and brain and soul with heroes is brave knowledge, even though those heroes have been vanquished by overwhelming odds. Always it was in the patriotic Belgian heart that the nation's small army had kept the vast horde of invaders back from conquest for a time. That had been a glorious achievement and was a glorious and inspiring memory.

"After the invasion came the wholesale massacre of August, 1914, when 5,000 Belgians were shot and five or six of her most cherished towns destroyed. Even those wounds were not fatal.

"They were not national, in one sense. They directly struck certain localities only. Even after them the great mass of Belgians were able to exalt the martyrdom of those who had been slaughtered and to live on, hopefully, bathed in the glory of their martyred countrymen, and by it fortified against that deadening depression which attends the actual crushing of the human spirit.

"The reaction, as a matter of fact, was not depressant, but accompanied by a certain stimulation, akin to that the early Christians felt after the slaughter of this brethern. Belgium felt these sacrifices to be necessary in some measure to the final victory of which she never has been doubtful.

"Then began for my poor country the long material and moral pressure exerted against her by the German army and designed to bring her people to obedience, nay, to subservience.

"This period was marked by enforced requisitions of money and supplies for industry. These, of course, caused unemployment, for who can work without tools? And the money and the stolen factories and machines were Belgium's tools of labor.

"But against this, too, Belgians were able to react, because of the course followed by the local authorities, who undertook public works to give employment to the idle—works which were not handicapped by the stripping of the factories. Here the National Committee operated in combination with the American Relief Committee and much good was done. Only this achievement enabled Belgium's brave people to resist the pressure through which Germany continually sought to compel the people she had outraged to turn to and work for her subserviently.

"In spite of all the German promises to respect Belgium's national feeling tremendous moral pressure was exerted in the effort to suppress it, nor was all the pressure merely moral. First the exhibition of the flag of Belgium was forbidden summarily. Then came an order forbidding any observance of the day of Belgian independence, July 21.

"Perforce the Belgians obeyed these orders, but they were not discouraged beyond resort to defiant subterfuge. The national colors were displayed, not in the form of bunting, to be sure, for of course bunting would have been pulled down, but, for one example (and there were many as ingenious) in windows full of yellow oranges, black grapes and lemons—various fruit arrangements showing black, yellow and red, Belgium's national colors. The Belgians, being forbidden to wear ribbons of these colors in their buttonholes, wore in them spring of green, the color typifying hope.

"When the national anthem was forbidden to the bands it was played on the church organs. The Belgian spirit would not die.

"Last July 21 as many loyal Belgians as could crowd into the great church in Brussels listened there to the good Cardinal Mercier as he spoke to them, with as his text the Psalm which says: 'By the waters of Babylon we sat down and wept.' The great Psalm, as everybody knows, ends with a sterncry for vengeance—the world known passage demanding 'an eye for an eye and a tooth for a tooth.'

"In substance he said that we all know the diyine command is that we shall love all men, even our enemies, as brothers, but that that does not permit us to set aside the equally divine command for retribution and does not forbid us to wish that those who commit crimes shall for those crimes be punished.

"The great serman was received with wonderful enthusiasm. Men wept and cheered, they jumped on chairs to wave their handkerchiefs in wild enthusiasm. This they still could do in the great church. It was the last refuge of the patriot.

"Thus and in other roundabout ways we kept up heart. Thus we struggled against fate to preserve unsullied that national spirit which had not been destoryed, but instead had been purified by the fire of the assault upon us. Our souls triumphed though our bodies had been vanquished.

"We could still live up to King Albert's sublime words, which declared that though the flesh of Belgium might be vanquished her spirit still remained and would remain sublime and free.

"Throughout our sufferings exactly that for a long time was true. Our common agony drew us continually closer one to the other. All class feeling faded and presently quite disappeared from among us. Each of us was ready to make all sacrifices to help any of us. A great lady in Brussels said with truth which could not be denied: 'If the Germans keep on as they are going they will transform Belgium into a nation of saints.'

"We still were able now and then to gather and indulge in little dreams of liberty to come; we still were able to least to ridicule our conquerors and drive them mad with wrath because they knew the justice of the scorn of them which we exhibited in devious and unpreventable ways. The close relationship into which we were brought by our common misery compensated for our sufferings in some measure, ameliorating the situation to a certain extent.

"Even with regard to the progress of the war we in Brussels found ourselves the most optimistic of the Allies. When bad news came we knew it to be false and when good news trickled through we knew that before it reached us it had been minimized.

"Belgium throughout till recently discounted the unfavorable tidings and multiplied all favorable reports. Everywhere in the imprisoned nation the reaction of the spirit remained perfect and complete.

"But now Germany has taken the one step which she could take to kill this soul of Belgium. It is monstrous, this murder of the soul after the ravagement and assassination of the body of a people.

"Let us consider how the dreadful thing was done. The ingenuity of it was devilish.

"There was no sudden arrest of 100,000 people—that might have and probably would have provoked a physical if futile revolution. The Belgians might have been and probably would have been shot down and utterly destroyed had they rebelled against such an action, but none the less they would have done so, fighting with their bare hands if they had found no other weapons.

"The Germans did not risk that reaction of the population en masse which such a course would have engendered. No, they operated slowly, taking town by town and even quarter by quarter in some towns.

"And, too, the Germans feared unfavorable comment from outside. From Lille and Roubaix, in France, they had deported in April last 25,000 people en masse, including young girls and the sturdiest of the section's young manhood, intending to enforce on them the baleful work of laboring upon German military projects.

"Doubtless when these ruthless steps were taken they thought the isolation of the affected cities would prevent the news from penetrating to the outside world. But the news spread very promptly, horror was general throughout the world, the neutral nations, led by that great American, Gerard, protested and such practices were stopped. Lille promptly was repopulated and Mr. Gerard was promised that nothing of the sort again should happen.

"But now it seems that this agreement was another 'scrap of paper.' This, by the way, makes the new deportations a breach of faith with the American Ambassador.

"If you will examine the three 'arretes' which recently have been enforced in Belgium you will find that each of the last two is stronger than its predecessor.

"The new procedure (which, let me say again, was a breach of faith with the American Ambassador) began upon October 3, and on November 13 between 30,000 and 40,000 people had been taken, or an average of about 1,000 daily. The work started in the military zone, where from four cities that we know (there are other cities from which no news has been permitted to percolate) workers have been taken by batches.

"Ostensibly the decrees apply only to the unemployed. First the Germans try to get the lists of unemployed from the local authorities. Frequently, of course, such lists are refused. If this occurs the 'offending officials' are arrested and their papers seized. If in such cases the lists cannot be found the Germans take the electoral lists and select at random from them the names of as many men as they desire to seize, without regard to unemployment.

"When even electoral lists cannot be found they seize the people as they come along indiscriminately upon the streets, without real regard as to whether they are employed or not, without regard as to whether they are rich or poor. Never is there shown the slightest feeling for the ties of family.

"The seized men at once are taken to the local barracks or the nearest prison, where they are roughly organised, and thence they are hurried to the railway stations, where trains are waiting under steam, so that no time for resistance may be given. Wives, mothers, sisters, sweethearts have not been permitted to see these victims for an instant.

"At Mons, where the women carried bundles of clothes and food to their dear ones as soon as they learned that they had been seized, they were not even permitted to take them to the neighborhood of the railway station. The enslaved men were deported without adieus or any comforts, even without extra clothing, in open trucks exposed to wind and weather.

"No one knows (except the Germans) just where the laden trains have been sent, but those who have seen them pass report in various ways that while most of them have travelled into Germany, some have gone southward and a few even toward Verdun. The transportation of the prisoners in that direction can mean only that they are to be put to military work.

"Through letters dropped from the trains and smuggled out we have discovered that in some instances the men have been kept without food for three days and that although this happens and they are left entirely exposed to rain and cold they have kept up their courage as they have travelled. And trainloads have been heard passing through the country singing the Belgian national hymn, in final defiance of the enemy.

"Some of the dropped letters are pathetic to the last degree, declaring that the victims never will work for Germany and ending with 'Long live King Albert!' Unquestionably such defiance is the general intention of the men, but can they sustain it after they have been isolated and find themselves singly or in little groups at the mercy of their captors?

"It is unbelievably clever, this last action of the Germans. It is insidious, working slowly, a little at a time, in separated sections.

"But it has crept steadily along until it has passed the military zone, reaching even as far as Antwerp, and as we are talking it is believed

(Continued on Page 10)

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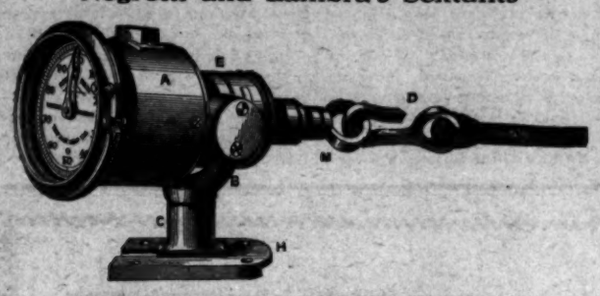

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WILLIE AS A TRUE FRIEND I WARN YOU TO KEEP AWAY FROM THE WIDOW'S HOUSE. I CANT TELL YOU THE REASON BUT IT'S FOR YOUR OWN GOOD
WARNS ME AS A TRUE FRIEND' HAR HAR' CANT EXPLAIN' HAR HAR' HE THINKS TWO IS COMPANY AND HE WANTS TO KEEP ME AWAY. HE CANT FOOL ME' I'LL GO THERE NOW'
A TRUE FRIEND' HAR HAR'
HELP'
HELLO, WILLIE, WHERE ARE THE TROUSERS OF THAT CHECKED SUIT?
I'M HAVING 'EM PRESSED'
F. Opper

*Love, Home and Table Topics By Clever Writers* — **Daily Home Magazine Page** — *A Good Page to Read in the Leisure Hour*

## All Over The World

It was a Boston boy who, according to the Transcript, while playing with an opera-glass, happened to look at his mother through the big end and immediately exclaimed, "Oh, mother, you are so faraway you look like a distant relative."

Being a military nation, remarks a woman correspondent of a London paper, "makes us all so excited or something, somehow. In all my knowledge of it I've never seen London so chock-a-block, never known the restaurants so crowded, theaters so prosperous, pleasure so utterly every one's objective. I suppose it's the edge-of-avolcano feeling. . . . Of course it's quite different outside the big cities. In the country houses there's only one thing to think about, and that's how the husbands or the sons or the lovers are getting on 'over there.'"

The artists of ancient Egypt receive this tribute from the famous Spanish artist Zuloaga, some of whose splendid canvases are to be exhibited in the United States this winter: "The primitives and the early Egyptians, with their rigorous economy of line, form and tone, afford me more pleasure than I derive from the work of my contemporaries." Two of Zuloaga's pictures are reproduced in The Outlook this week.

The love of France leads many American youths to enlist in the cause of that country. Some of these have fought the good fight and fallen. Others have met a happier if not more honorable fate. Among these is Albert Beraud, born in Boston notwithstanding his French name, and a student in Manhattan College, New York, at the beginning of the war. He has just received the ribbon of the Legion of Honor, as told in this letter to his parents:

"Yesterday I was decorated Chevalier de la Legion d'Honneur by President Poincare, who kissed me. It was worth a kiss, though! Today I was told that henceforth I was caporal. Last night I was invited to a big spread by the officers of the battalion, and they treated me great. You bet that I am in good health after that!"

Albert, single-handed, captured a German machine gun on October 16 during the assault which brought Fort Douaumont, at Verdun, again under the French flag.

"J. M. Speers Heads Billy Sunday, In., is a newspaper headline that, being interpreted, means that the board of directors of the William A. Sunday Evangelistic Association, Incorporated, which was organized a few weeks ago, has elected as its president Mr. James M. Speers, who is also president of James McCutcheon & Co., of New York City, well known as linen merchants. E. E. Olcott, president of the Hundson River Day Line, is the treasurer, and the Rev. Dr. Henry Cobb is secretary. John D. Rockefeller, Jr., is to be a member of the finance committee.

Among women who are making careers for themselves in lines of activity usually pre-empted by men are, according to Collier's, Mrs. Anna Vogel, of Detroit, champion trap-shooter of her sex; Miss Amanda Preuss, motorist, first women to drive a car alone from San Francisco to New York; Miss Aileen McKay Bryant, of Seattle, the first woman to make deep-sea diving a profession; Mrs. Helen Britton, President of the St. Louis National League Baseball Club; and Dr. Anna Tjomsland, Inspector of Anaesthesia in Bellevue Hospital, New York City.

The long-suffering book agent shares with the plumber and the mother-in-law the honor of being the most-joked-about individual of civilization. Here is a sample of this form of humor, from Life:

"Irate Business Man—'You book agents make me so angry with your confounded nerve and impudence that I cannot find words to express my feelings.' Agent—'Then I am the very man you want. It am selling dictionaries.'"

Dr. Elihu Thomson has been awarded the John Fritz medal for "distinguished scientific achievement." by the American Institute of Electrical Engineers. During the same week he was honored with a medal by the Royal Society of London—a coincidence described by President McLaurin, of the Massachusetts Institute of Technology, as "almost unique."

The old-fashioned stage-coach of the Yellowstone will now be seen only in Wild West shows or the movies. The announcement is made that next summer ten-passenger motor cars will take the place of the stages in conveying visitors through the Yellowstone National Park.

"Channukah Day — Jews to Celebrate Judas's Victory and Religious Liberty" is a startling headline in a New York newspaper—startling, that is, until one remembers that there were many Judases in Jewish history besides the preeminently bad one. Channukah Day, it seems, celebrates the defeat by Judas Maccabeus of the Syrian armies in 165 B.C. This brought about the rededication of the Temple at Jerusalem and liberty of worship therein to the Jews. The celebration of this event by the Jews of New York shows that they have long memories.

The Dead Letter Division of the Post-Office Department handled 10,839,890 letters and parcels last year, containing more than two and a quarter million dollars in checks, drafts, money orders, and cash. Most of this vast sum was returned to the owners. The contents of undeveliverable letters amounted to $53,665, which with $11,000 derived from the collection of one cent on advertised letters, made a total revenue of $64,665. This makes the Dead Letter Division practically self-sustaining.

The grizzly bear is usually content with a lowly diet of grubs, insects, and ground squirrels and other rodents, with a seasoning of acorns and other nuts and of wild fruits. Many powerful old grizzlies, however, says the National Geographic Magazine, have become notorious cattle-killers, and some wily marauders of this kind have run for years with a bounty of $1,000 on their heads. They stalk the cattle by night, and, seizing their prey by the head, usually break its neck, but sometimes hold and kill it by biting. The grizzly, one of the finest (biologically speaking) of our native animals, is rapidly disappearing—no doubt to the satisfaction of these cattle owners.

The Florida manatee, according to the same authority, was not long ago in danger of becoming extinct, but a protective law has resulted in its rapid increase. A resident of Ponce Park, on the Indian River, Florida, says that in the summer scarcely a day passes but from one to half a dozen manatees may be seen in front of his house. The peculiar semi-human attitude of the female manatee in nursing her young, with the rounded head and fishlike tail, are supposed by some to have been the basis for the mermaid myth.


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## Germany Striking At Belgium's Soul, Says Cammaerts

(Continued from Page 8)

that the kidnappers are about to descend upon Loos and Brussels. It is almost certain that before this article can reach America the people of these and other Belgian cities will have fallen victims to this newest torture which is sapping the great soul of my dear country.

"We know that plans have been made for the deportation of at least 300,000 Belgian men.

"The pledge against the seizure of employed men, which was included in the very decree prefacing this latest horror, has not been regarded by the victorious but hitherto not wholly conquering Germans, for in some cases they have seized indiscriminately every man whom they could find who apparently was strong enough to do manual labor. Never, indeed, so far as I can learn, has there been made the least distinction between employed and unemployed. Further, the system of enslavement has been used as a weapon of revenge against Belgian patriots, for in some instances physical weaklings noted for their patriotism have been ruthlessly torn from their friends and families and borne away.

"Various procedures are followed. In some cases a public proclamation is issued bidding all men above 18 who are not priests or doctors to appear at a certain hour in a certain place. From the men who gather in enforced compliance with such proclamations choice is made by military men, who sometimes take one-half, sometimes two-thirds of those who come. In other instances arrests have been made secretly in the victims' homes.

"Of course our fear is that this latest and most dreadful method of attack on Belgium may cause some irreparable harm. The last thing left to Belgium has been her honor, and how can that be kept unsullied if these men are taken in small groups or singly and when in strange surroundings, encircled by their foes, are ordered to labor for the enemy? Can we expect of every Belgian that sublime fortitude which would enable him to endure martyrdom and never yield?

"We already know the methods by which it has been attempted to enforce labor upon Belgians. We know that hunger and exposure have been inflicted as penalties for disobedience. We find on record cases of men kept three days and nights without food or drink because they refused labor to their nation's enemies.

"Even when such methods have been pursued those who have yielded have been hissed and contemned by their indomitable fellows, but those fellows were close at hand.

"These new victims have no fellows, or but few, when they are subjected to the test. Those episodes were in Belgium itself. These new measures take the men far from their friends.

"Our fear is that they will not be able to endure. Ask yourself if it is possible. Could the average French man, the average Englishman or the average American resist alone and ringed in by his enemies?

"To me the German plan seems very clear. It has leaked out that their purpose is to depose King Albert and substitude for him a German Prince in Belgium, and to make this possible, to obtain complete control of Belgium, they evidently feel that they must deport all her able-bodied men and such women as they wish—must deport all Belgium's citizenship who would be likely to offer any serious opposition to the final breaking up of Belgium as a nation.

"The Germans doubtless believe that once these patriots are out of the way it will be possible to dismiss all Belgians who still are in authority, provincial and communal, only the national Government (which has gone to Havre) remaining beyond their reach. They doubtless plan to reorganise the country upon German lines as soon as all this is accomplished without being continually foiled by an unbending opposition from the nation's remaining strength.

"It is interesting to note that these measures coincide with an access of severity to Belgian prisoners in Germany. An instance of this new severity is found in the experience of M. Max, who was Burgomaster of Brussels when seized. He was first taken to a fortress, then to a prison camp, and now has been removed to an isolated place near Potsdam. He never has been tried.

"Now let us consider the rights and wrongs of this new deportation or enslavement plan. For every other crime against poor Belgium, Germany could invent some manner of excuse or plead extenuating circumstances. She could say, for instance, that if she invaded Belgium she was obliged to do so in self-defence for superior military reasons. Even when she massacred 5,000 Belgians and sacked and burned the Belgian cities she could put forward as excuse invented legends of mysterious francs tireurs who had assailed her soldiers.

"At least some, and probably a majority, of the German soldiery in Belgium quite believed the tales which they were told that Belgium at the time of the war's outbreak first had granted German troops free passage and then had turned on them and fought them.

"Even when Belgian foodstuffs, crops and raw materials were taken the action was excused by the fact that as Germany permitted the population to be fed by America that country at least might gain some benefit therefrom.

"But this new crime surpasses all the bounds of human imagination and is impossible of excuse even by the German phrasemakers. It is unjustified by the only two possible excuses, for no disturbance caused by unemployment ever has occurred in Belgium sufficient to excuse it, nor was there any danger that the food supplied to Belgium by the Commission for Relief would stop. It could not be justified by any other conceivable fiction.

"Before I stop let me bring forward evidence to disprove the first contention which Germany will make to neutrals when she begins her inevitable excuses for this crime. She will say that she does not employ the seized and enslaved Belgians upon military work, thereby making them in effect take up arms against their own countrymen and the Allies.

"Note that at Bruges Belgians already have been compelled to build trenches; that near Tournaix Belgians already have been compelled to work; that the seized Belgians have been seen on trains going toward Verdun and that every Belgian who is taken into Germany to work at any task whatever, military or non-military, at once releases there a German who then may be sent to the front to fight.

"I cannot express how grateful we all feel for what America has done for Belgium. During the first days of the occupation she was able to organise her magnificent work of relief in the most generous and practical way. She did not only want to save Belgium from the dreadful consequences of the German invasion, she knew how to do it. We owe so much to the States that we cannot appeal to them in our present misery without hesitation.

"Still we cannot help feeling that all the glorious work which they have undertaken is directly threatened by the recent slave raids. The families of these workmen who are sent into the German mines or toward the French front owed their subsistence to America's help. One-third of the Belgian population would have died of starvation by now but for America's help. America had taken the Belgian population under her special tutelage and care. In every store of the Commission of Relief the American flag is displayed. Can we wonder then that the Belgians are turning their eyes toward America today and wondering if her great friend will save her from this new form of spiritual starvation as she saved her two years ago from the nightmare of famine."

## MAN LIVED IN AMERICA 125,000 YEARS AGO.

### Report of Scientists Who Investigated Fossil Remains Recently Found

Chicago, December 23.—Human beings inhabited the North American Continent more than 125,000 years ago, according to the findings of E. H. Sellards, State Geologist of Florida and Prof. Oliver P. Hay, who made public today results of a study of fossil remains discovered in Florida some months ago.

Human bones intermingled with those of the mastodon, sabertooth tiger and other extinct animals, were found in the deposit at Vero, Fla. Advance sheets of Mr. Sellards's report, which will be printed in the January-February, 1917, issue of the Journal of Geology, quote Mr. Sellards as saying:

"The study of the fossils of this stratum has brought to light a considerable number of extinct species which suggest the reference of the deposit to the Pleistocene Period. This is the oldest from which human remains have ever been taken."

Other scientists who investigated the deposits are not convinced that the human race existed on this continent before the Glacial Period.

## ALASKAN SLED DOGS HELP SAVE WOUNDED

### They Vie With American Ambulance and Skii Corps On French Front

(*By Henry Wood, United Press Correspondent*)

With the French armies in the Vosges, January 15.—With the return of heavy snow in the Vosges, Alaskan dog teams are vieing with the automobile drivers of the American Ambulance and the members of the Norwegian Red Cross Skii Corps for the honor of bringing in the greatest member of wounded.

The Alaskan sled dogs, gathered in the United States most northwest territory, constitute the latest "war material" being supplied from America to France. Although the Allies, through their supreme mastery of the seas, are able to gather war supplies in any and all parts of the world, the Alaskan dogs are conceded the honor of coming from the most distant point and over the greatest distance, on which the Allies have yet been obliged to draw.

The original number of sled dogs brought to the Vosges from Alaska numbered about 500. These have bred and multiplied so rapidly that France now has at her disposal over 1,000 dogs with all of the sleds and material necessary for performing an incredible amount of transport service in the snow-clad altitudes of the Vosges.

It is principally in the Vosges that the members of the American Ambulance have been assigned to duty. Their light, speedy cars not only enable them to scale all the peaks on which roads have been built, but even to leave the roads themselves in the direction of the first line trenches for the purpose of picking up the wounded.

In these Alpine regions, however, there are hundreds of places which even the light American cars with their absolutely fearless collegian drivers cannot reach, and it is in these districts that the Alaskan dog teams and the Norwegian Red Cross Skii corps come in for the bulk of the work. The Norwegian Skii Corps, fully equipped for field Ambulance work, volunteered its service to France, the same as the American Ambulance, and has already done valiant service.

The Alaskan dog service, however, was thought out and organised by the French Army itself, which sent experts to Alaska, Labrador and Canada to purchase the dogs. Owing to the fact that the Alaska dogs are nearly white they are practically invisible against the snow and can therefore approach within a comparatively short distance of the German lines for the purpose of picking up the wounded without being fired on. Seven dogs with one of the long Alaskan sledge and a single driver can pick up a wounded man, lay him at length on the sled, and bring him back to a dressing station with remarkable speed.

Ambulance work, however, is only a small portion of the duties assigned the dogs, and they are a considerable portion of the transport service of the French army on the Vosges. They carry munitions, food and water to all parts of the line with the utmost ease.

The usefulness of the dogs does not cease with the snow in the spring. The French engineers are famous for their construction of tiny, narrow gauge railways and all the mountain peaks and ridges of the Vosges, now occupied by the French are lined with those. Over them a car runs with the greatest ease, and eleven dogs hitched to one of the narrow-gauge trucks carrying a ton of material dash along with all the same rollicking boisterousness with which they draw sleds.

On the sheltered sides of the Vosges immense kennels have been built for the dogs, each capable of housing 100. Fifty stalls line each side of the kennel and fifty on the other side with a food and water through running in front of each side and a narrow passage down the center.

Walking down this narrow aisle a visitor can see in the faces of the dogs almost every type of human character. Only a few are surely or cross; the majority are uproariously happy; some are modest and retiring; some a little sad; a few niggardly and miserly with their food; some proud and supercilious, especially the lead dogs; while other sedate ones offer with great dignity to shake their paw with the chance passerby.

All of them, however, have one trait in common and that is a wild jealousy and an uncontrolable rage when any one of their number happens to get loose. If a dog manages to slip his collar and starts trotting triumphantly down the narrow passage way in the center of the kennel towards the door, he is at once greeted on both sides with a wild chorus of yelps that makes the welkin ring and that never fails to tell the keeper, although the latter may be a mile away, that a dog has gotten loose.

This pandemonium is only equalled when the keeper, having caught the culprit, leads him shamefacedly back between the two rows of dogs whose vociferous joy at the spectacle must occasionally alarm the Germans only a mile or two away.

## TAKE 72 PINS OUT OF GIRL

### More in Miss Jensen's Body, Doctor Testifies in Suit

New York, December 24.—That seventy-two pins had been removed from Miss Teresa Jensen up to Friday was the testimony of Dr. J. Frederick Horn in a suit, under the Employers' Liability Act, of Miss Jensen against F. W. Woolworth and Co.

According to the physician several pins remain in her body, two in dangerous locations. Miss Jensen swallowed the pins two years ago when employed in the Dover store of the company, while trimming the windows.

## DON'TS FOR MOTORISTS

Here are some "Don'ts" for motor car owners:

Don't race your engine when it is not drawing the car. Don't neglect to keep the radiator filled with clean water. Also use a good anti-freeze alcohol and water mixture for cold weather. Don't fail to inspect the level of the liquid in your storage batteries every ten days. Don't let your car stand with the headlights full on. Don't neglect your lubrication and don't try to save by buying a cheap engine oil. Don't drive fast around turns or over rough roads. Don't attempt to shift into reverse gear when you are gaining ahead even if your clutch is out. Don't allow your clutch to engage suddenly. Don't drive with your spark fully retarded. Don't apply your brakes suddenly except in case of emergency. Don't drive fast on slippery streets.


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For all Industrial and Household Purposes

Offices: No. 1 Jinkee Road, Shanghai and Ramsay & Co., Hankow.

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ANYTHING

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WHITE UNDERCOATING

Kryptol is a dense white pigment ground in a special vehicle, requiring only the addition of pure turpentine to be ready for use.

Covers **Ningpo Varnish** and dark paint in **one coat.**

**"Kryptol"** for labour saving and quick results.

One coat is equal to two coats of White Lead (1 lb. covers 48 sq. feet).
Dries hard in four hours.
Is non-poisonous and easily applied.
Can be used as an Undercoating for all White Work.

Stocked in 7, 28 & 112 lb. Packages by the Inventors & Manufacturers.

**Wilkinson, Heywood & Clark, Ltd. (London & Liverpool).**
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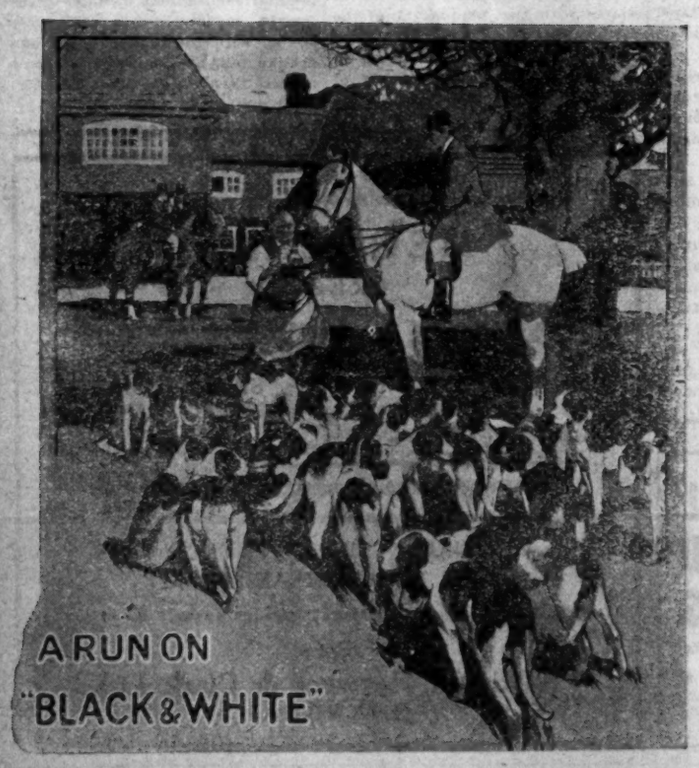


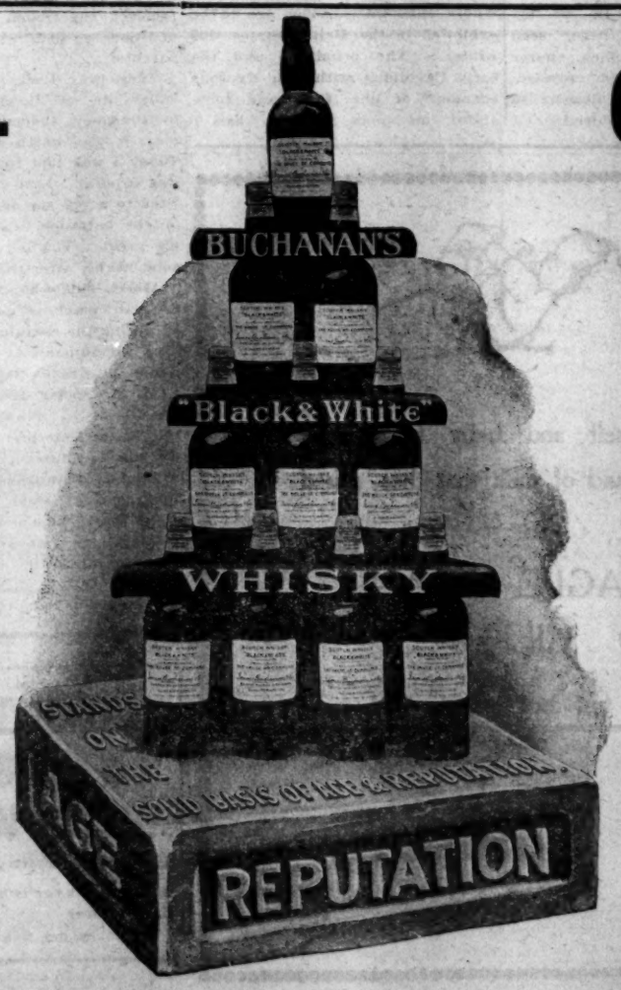


GARNER, QUELCH & CO.

# No More Secrecy, Declares New Standard Oil President

## Alfred Coffin Bedford, New Chief of the New Jersey Unit, Wants 'A Square Deal for the People And for the Company'

New York, Dec. 24.—The new President of the Standard Oil Company of New Jersey—parent organisation of the richest corporation group in the world—swung briskly out of his office, strode snappily across the floor of the anteroom and, with a hearty handgrip and the most cordial sort of a smile, said "Hello! Glad to see you! Come right in!"

Come—right—in!

The interviewer as he walked beside Alfred Coffin Bedford, couldn't help but wonder if ever in the long line of newspaper visitors to No. 26 Broadway a single one had heard those words or that tone or had been made to feel that he was genuinely welcome. He couldn't recall a case. His memory could only dwell upon the aloofness, the close-guardedness of previous Standard Oil executives and detestation in which the interviewing tribe have always held Standard Oil assignments. And he said so.

"Well, conditions will be somewhat different now, I hope," laughed the new chief as he and the caller dropped into easy chairs in the sanctum sanctorum of Standard Oil, the room from which radiate orders, instructions, rulings, deals, that touch about every spot in the world where humanity clusters in city or village.

**'I Don't Believe in Secrecy.'**

"I don't intend to be inaccessible, to be shut off from the world," Mr. Bedford went on with the easy cordiality of a man chin-chinning with a friend in a club. "I don't believe in that sort of thing. I don't believe in secrecy. If, hereafter, there is anything the newspapers want to know about Standard Oil, anything the public wants to know about us or our business, they may come right here and find it out.

"I believe—and various other businesses have shown this to be true—that an attitude of frankness, of free and open speech, is beneficial to both corporations and the public they serve. And, so far as may be possible, I'm going to have an open house here."

This was another shock for the interviewer. Open house at No. 26 Broadway! Why, it used to be next to impossible to get to see the private secretary of the Great Man's private secretary. What kind of new executive was this who was doing away with cordons and barriers and talking of taking the public into his confidence!

A hale, hearty, friendly, democratic American would perhaps be the first thing one would say after talking with Alfred Coffin Bedford for a few minutes. He's fifty-two, but doesn't look it by half-a-dozen years, thanks to his golf and his riding and his love of outdoors. He is straight and lithe, a bit over the average height—say, five feet ten or so—his eyes are bright blue and always smiling behind his pince-nez, his hair, which is thinning a trifle, has been bright red in its time (his brows still are), and there is constantly a pleasant little twist to his mouth, a half-laugh of friendliness.

He sat at a plain mahogany desk, covered with papers arranged in orderly little piles. About the walls of the sanctum were a few enlarged photographs and some etchings—portraits of elderly, rather dour-looking men who have been figures in Standard Oil; pictures of an oil-well or two; etchings of Yosemite Falls and a couple of other nature-marvels. He wore a dark gray checked business suit, a dark gray scarf.

**Out for a Square Deal**

"There should be a better understanding between America's great service corporations and the people they serve," the new President went on. "Indeed, a time is coming when such better relations will be even more necessary than they are now. A friend from Europe only a short time ago declared to me that he could not understand what he called the foolishness of the American people in attacking their service corporations instead of upholding them.

"This man said, as to our own company, 'we're going to get after you American oil people some time soon; and we'll get control of the oil business of the world, because we can proceed with our business without unnecessary interference.'

"Well"—and even here Mr. Bedford didn't lose his smile—"we'll give them a fight! But from now on, I'm going to see to it that each of us in America has a square deal, the public and the company.

"If there is anything about the company's affairs that needs straightening out, anywhere, I'm going to close my desk and go to wherever the difficulty exists and straighten it out. I don't care so much what may be thought of me, personally, but I do want Standard Oil to get a square deal with the public and I'll do my best to bring that condition about."

Mr. Bedford isn't a "desk man" and doesn't want to be, he says. As a matter of fact, he didn't seek the Presidency of the corporation, and—he intimated—didn't want it.

"I can say, as Lord Northcliffe said of Lloyd George, that 'events, not ambition,' put me in this place. I had entirely different ideas. I love the open air. I believe in long vacations and travel. A man can work better for diversified interests and recreations. And I did not seek to shoulder the tremendous responsibility which this position forces upon me. But now I'm here, I'm going to do the best I can with the job."

Mr. Bedford rather regretted the fact that his new post would make impossible any vacation in the near future. But he intends to keep up his outdoor exercises; he wouldn't forego those for anything.

"I was rather forced into athletics, as I was forced into this office," he laughed. "It was this way. I was in school, in England, with my brother, Henry, when I was a youngster, and we were the only two American boys in the institution. The English lads demanded that we uphold the honor of the United States, and we did it, with the gloves and the singlestick or anything they chose. We gave them the best we had, although many a time we were both black and blue from the poundings we got. Ever since, I have kept up some sort of exercise.

**His Outdoor Sports**

"Golf and riding are my outdoor sports now. Our home is down near Glen Cove, and I find time to get either to the Piping Rock Club or the Nassau. Of course, the better condition a man's body is in, the better his mind is able to work."

Without in any manner forcing religion forward in his business of social dealings, Mr. Bedford is a believer in the welfare of the soul as well as of the body. He is one of the most earnest as well as most prominent members of the Y. M. C. A., and is Chairman of the Building Committee of that organisation in Brooklyn, which boasts the largest and finest quarters in the world, and is a combination of hotel and social organisation, with 500 permanent residents within its walls.

"The Y. M. C. A. is my greatest interest apart from business," he said. "I have been associated with it for many years and know the wonderful work it is doing. Look at Y. M. C. A. men and observe what you see—young chaps who have been taught to be bright, alert, concise in their dealings, active in their movements. That's the sort of men the business of America wants these days.

"The Y. M. C. A. is a good training school for all ambitious men, even those of forty. Of course, the religious spirit it inculcates is good, but it has the merit of not boring its members with religion. What spiritual ideas they receive are happy ones, which they are glad to get. I have always been glad that I was a Y. M. C. A. man."

Even with his new burden, the Standard Oil President intends to keep on with his work for the Brooklyn Y. M. C. A., although it may be necessary for him to relinquish the active duties of Chairman of the Building Commission.

Mr. Bedford reminisced a bit over the career which has now placed him upon a business pinnacle.

**His First Work**

"When I came back from school in Lausanne, Switzerland, I didn't know what I was going to do," he said. "I had no definite ideas. So I took a position with E. S. Jaffray & Co., who were then leading dry-goods merchants at Broadway and Leonard Street. But I never was cut out for a dry goods man, and I stayed only a few months then.

"My father was than European representative of the Waltham Watch Company, and had been associated in church work, in the Emanuel Baptist Church in Brooklyn, with Mr. Charles Pratt, who just about that time had sold his oil holdings to Mr. Rockefeller. My father had done Mr. Pratt some favor or other, and in return Mr. Pratt said: 'My son Charley wants a boy to assist him with the Bergen Point Chemical work; why not have Alfred take the place?' And so that was how I began my connection with the Standard Oil Company—as an office boy for the Bergen Point concern."

Mr. Bedford's connection with Charles Pratt lasted for many years and he had a great lot to do with the working out of that philanthropist's plans, including the building and maintenance of the Pratt Institute, of which he is still a director. Also he became general manager of Charles Pratt & Co.

"Events," he explained, pushed him forward. In 1907, just as he was about to take ship for a long-desired European voyage, the late H. H. Rogers, overnight, placed him upon the board of directors of Standard Oil despite his protests that he was a "chemical man," not an oil man.

The next event was the dissolution of the company into units in 1911, which made John D. Archbold President of the New Jersey unit and Mr. Bedford Treasurer and one of the three Vice Presidents. And the final event was the recent death of Mr. Archbold, which placed his assistant at the forefront.

The interview consumed the better part of an hour. Not once did the chief of the greatest corporation indicate a desire to terminate it. When it was suggested that possibly some of his valuable time was being consumed unwarrantedy, he laughed away the idea and said his ride and round the golf might wait a bit.

Truly, it looks like a new regime at No. 26!

## HUPMOBILE TOUR PROGRESS

**Capital to Capital Trip Is Meeting With Great Success**

The capital to capital Hupmobile which J. Walter Drake is sending around the United States has reached Texas, and is well on its way to Austin, Tex., its thirty-sixth capital. Since getting over the snow regions of the Rockies the car has once more been making excellent time and is now well on its way through the Southern cities.

The tour is nearly four months old, having started at Washington on August 28. At the end of the third month the car driven by C. E. Salisbury and George Lipe had visited thirty-five of the State capitals, which included a circle through the East, North and West, and the last report was from San Angelo, Tex., en route to San Antonio and Austin on its way West, through the Southern tier of States. The total mileage was 13,683, over every imaginable kind of road.

During the first month the party travelled over the roads of Pennsylvania, Delaware, New Jersey, Connecticut, Rhode Island, Massachusetts, Maine, New Hampshire, Vermont, New York, Ohio, Kentucky, Indiana, Michigan, Wisconsin, Illinois, Missouri, Kansas, Nebraska and Iowa. At the start of the second eventful month St. Paul, the capital of Minnesota was first visited, and then the start for the West was made. Then came the hard grind through the Dakatas, with the unmarked prairies in the southern and central parts and the alkali roads of the western section, which were unfortunately met in wet weather. Through Montana rains made the gumbo almost impassable, but the Hupmobile plugged along and got into Idaho, only to strike mountainous passes to be traversed. Next came the big passes through the Western mountains to get into Seattle, Wash.

More mountain climbing followed, and the car proceeded through the rough roads of northern California to Sacremento, where a sudden change brought forth the wonderful boulevard highways of California.

The third month was by far the hardest for the now well tested car and hardened crew. Leaving California the first divide over the mountain was made into Carson City, then came the bad roads of Nevada and the Great American desert, and the struggle with the sand. Snow in its heaviest form and weather as low as 27 below were the next test from Salt Lake to Cheyenne and down beyond Denver to the New Mexico border, where after passing the continental divide good roads were encountered for a short time before long desert stretches in Arizona were the stumbling blocks.

## *Provision Prices in Local Markets*

Prices quoted are in Mexican dollars cents at Hongkew market, as compiled on February 6, 1917.

| | | |
|---|---|---|
| **Butcher's Meat** | | |
| Beef | per lb. | 14-20 |
| Mutton | „ | 16-20 |
| Pork | „ | 25-30 |
| Veal | „ | 25-30 |
| **Fish** | | |
| Bream | per lb. | 14-16 |
| Cod | „ | 14-16 |
| Mandarin | „ | 20-30 |
| Mackerel | „ | 20-25 |
| Pomfret | „ | 20-25 |
| Salmon | „ | 16-20 |
| Samll | „ | none |
| Soles | „ | 14-16 |
| Whitebait | „ | 16-20 |
| **Game, Poultry and Eggs** | | |
| Deer | each | 1.50-2.00 |
| Duck | „ | 50-80 |
| Eggs | per doz. | 18-20 |
| Fowl | per lb. | 18-20 |
| Geese | each | 90-1.20 |
| Hare | „ | 30-35 |
| Partridge | „ | 30-35 |
| Pheasant | „ | 55-60 |
| Pigeons | „ | 25-30 |
| Plover | „ | none |
| Quail | „ | 18-20 |
| Snipe | „ | 14-16 |
| Turkey | per lb. | 35-40 |
| Teal | each | 12-14 |
| Wild Duck | „ | 30-35 |
| Wild Geese | „ | 35-40 |
| Woodcock | „ | 45-50 |
| Wild Pigeon | „ | 10-12 |
| **Fruit** | | |
| Apples | per lb. | 12-20 |
| Apricots | „ | none |
| Bananas | „ | 5-6 |
| Cherries | „ | none |
| Cocoanuts | each | 15-20 |
| Chestnuts | per lb. | 10-12 |
| Figs | per doz. | none |
| Grapes | per lb. | none |
| Lemons | each | 7-8 |
| Lichees | per lb. | none |
| Mangoes | each | none |
| Mangosteens | per doz. | none |
| Melons | each | none |
| Oranges | per lb. | 6-8 |
| Peaches | „ | none |
| Persimmons | „ | none |
| Pineapples | each | none |
| Peeboes | per lb. | none |
| Plums | „ | none |
| Pumeloes | each | 10-15 |
| Pears | per lb. | 8-15 |
| Strawberries | „ | none |
| Walnuts | „ | 10-12 |
| **Vegetables** | | |
| Artichokes | per lb. | 2-3 |
| Asparagus | per doz. | none |
| Bamboo Shoots | per lb. | none |
| Broad Beans | „ | 6-8 |
| Beetroot | per bunch | 1-2 |
| Cabbages | each | 3-5 |
| Celery | per bunch | 8-10 |
| Carrots | „ | 2-3 |
| Cauliflower | each | 15-20 |
| Egg Plant | per lb. | 8-10 |
| French Beans | per lb. | 15-20 |
| Green Corn | each | none |
| Leeks | per bunch | 2-3 |
| Mushrooms | per lb. | none |
| Onions | per lb. | 6-8 |
| Peas | „ | none |
| Potatoes | per pic. | $2.20-2.60 |
| Parsnips | per lb. | 4-5 |
| Radishes | per bunch | 1-2 |
| Spinach | per lb. | 3-4 |
| Tomatoes | „ | 8-10 |
| Turnips | per bunch | 2-3 |
| **Grain and Flour** | | |
| Flour, American | per 50 lb. | $4.50 |
| Flour, Shanghai | per 50 lb. | $2.50 |
| Rice | per 200 lb. | $7.00 |
| **Milk** | | |
| Foreign dairies | per bottles | 20 |
| Chinese dairies | „ | 17 |
| **Fodder** | | |
| Barley | per 114 lbs. | $2.65 |
| Bran | „ | $1.95 |
| **Fuel** | | |
| House Coal | per ton Tls. | 13.00 |
| Stove Coal | „ Tls. | 17.40 |
| Firewod | per 50 bundles | $1.00 |

E. KILNER,
Chief Inspector.


QUICKEST TIME
MOST LUXURIOUS SERVICE
BY THE
CANADIAN PACIFIC
TO
AMERICA AND ENGLAND
VIA
VANCOUVER
BANFF
CHICAGO
DETROIT
NIAGARA FALLS
MONTREAL
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NOW BOOKING FOR SPRING AND SUMMER SAILINGS.

TELEPHONE 181-182 OR WRITE AND OUR REPRESENTATIVE WILL CALL ON YOU.

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CANADIAN PACIFIC OCEAN SERVICES, LIMITED
CORNER PEKING & YUEN MING YUEN ROADS.
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hear the best music:
get the best German Beer and Dinners.
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PRIVATE ROOMS.

NOTICE
For the past 12 months the business of N. Lazarus, optician, has been and is now under the management of
Mr. H. Tobias,
F. S. M. C. (Lond.), F. I. O (Eng.)
The only optician in Shanghai with an English qualification and Diploma for optics. Note our new address
N. LAZARUS
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Next door the offices of the Shanghai Mercury.

TALC
the powder of fairy fineness—soft, fragrant as a caress.
ASSORTED ODORS
Wistaria, Corylopsis, Lilac; also Borated, Baby Talc and Flesh Tint. Guaranteed Pure.
Talcum Puff Co., Mfrs.
Brooklyn, N. Y.
Connell Bros. Company.
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WEAK, ILL & MISERABLE
WITH KIDNEY AND BLADDER TROUBLE

The person with kidney and bladder trouble hardly knows what it is to be without a backache or headache, or to enjoy a good night's sleep.

They cannot stoop, they cannot walk far, the least exertion brings on a heavy, dragging pain in the loins and sides.

Their appetite is poor, their eyes are dull and puffy, the ankles and limbs swell. They have sharp attacks of neuralgia and rheumatic pains in the muscles and joints. How they drag through the day they never know. Little wonder they find themselves growing depressed, nervous and impatient.

Kidney and bladder troubles are indeed hard to bear. They make life a misery, and endanger the health of the whole system, for when the kidneys are ill they cannot filter the kidney poisons out of the blood.

Doan's Backache Kidney Pills are a special kidney and bladder medicine, for men as well as women. They heal the kidneys and gently help them to take out the urinary poisons which make so many men and women weak, ill and miserable.

DOAN'S BACKACHE KIDNEY PILLS

兜安氏秘製保腎丸

YALE
DOOR-LOCKS
NIGHT-LATCHES
PADLOCKS
Permanent Exhibition
of
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22 Museum Road, Shanghai.
Wholesale Distributors

Quality Right. SWEDISH PAPER Prices Right.
The Ekman Foreign Agencies, Ltd.
No. 6 Kiangse Road

# FINANCIAL AND COMMERCIAL NEWS

## Exchange and Bullion

Shanghai, February 10, 1917.

**Money and Bullion**

Gold Dollar Bank's buying rate @ 88=Tls. 1.13 @ 71.8=$1.58

| | Tls. |
|---|---|
| Mex. Dollars, Market rate.... | 71.45 |
| S'hai Gold Bars: 978 touch... | — |
| Bar Silver ..... | — |
| Copper Cash ..... | 1836 |
| Sovereigns: | |
| Buying rate @ 3/7½=Tls. | 5.51 |
| Exch. @ 71.8=Mex. $ | 7.68 |
| Peking Bar ..... | 374½ |
| Native Interest ..... | — |

**Latest London Quotations**

| | |
|---|---|
| Bar Silver ..... | 37 3/16 d. |
| Bank Rate of Discount ..... | 5½% |
| Market rate of discount:— | |
| 3 m-s. ..... | % |
| 4 m-s. ..... | % |
| 6 m-s. ..... | % |
| Exchange on Shanghai, 60 d-s. | |
| Ex., Paris on London ....Fr. | 27.30 |
| Ex., N. Y. on London T.T. | $ 476 1/16 |
| Consols ..... | £ — |

**Exchange Closing Quotations**

| | | |
|---|---|---|
| London ..... | T.T. | 3-7 3/4 |
| London ..... | Demand | 3-7 11/16 |
| India ..... | (nominal) T.T. | 265¼ |
| Paris ..... | T.T. | 507 |
| Paris ..... | Demand | 507½ |
| New York ..... | T.T. | 86¾ |
| New York ..... | Demand | 86⅞ |
| Hongkong ..... | T.T. | 66 |
| Japan ..... | T.T. | 58¾ |
| Batavia ..... | T.T. | 211½ |

**Banks Buying Rates**

| | |
|---|---|
| London..nominal 4 m-s. Cdts. | 3-9 1/16 |
| London.nominal 4 m-s. Docy. | 3-9 1/16 |
| London..nominal 6 m-s. Cdts. | 3-9⅛ |
| London.nominal 6 m-s. Docy. | 3-9⅝ |
| Paris .....nominal 4 m-s. | 523 |
| New York....nominal 4 m-s. | 89⅞ |

CUSTOMS HOUSE RATE OF EXCHANGE FOR FEBRUARY.

| | | |
|---|---|---|
| | £1=Hk. Tls. | 4.97 |
| Hk. Tls. 1=Francs | | 5.59 |
| " " 1=Marks | | †4.57 |
| Gold | $1=Hk. Tls. | 1.05 |
| Hk. Tls. 1=Yen | | 1.37 |
| " " 1=Rupees | | 3.02 |
| " " 1=Rouble | | 3.44 |
| " " 1=Mex. | | $1.50 |

† Nominal.

### Stock Exchange Transactions

**TODAY'S QUOTATIONS**

Shanghai, February 10, 1917.

**Official**

Anglo-Javas Tls. 10.50
Tanah Merah Tls. 1.00
Repah Tls. 1.20

### Sharebrokers Association Transactions

**BUSINESS DONE**

Shanghai, February 10, 1917.

**Official**

Tanah Merahs Tls. 1.00 cash

**Direct**

Klebangs Tls. 1.00 cash

## London Rubber Market

*Reuter's Service*

London, February 8.—Today's rubber prices were:—
Plantation First Latex:
Spot: 3s. 2d. to 3s. 2½d. paid.
April to June: 3s. 2d. to 3s. 2½d. paid.
Tendency of Market: Firm.
Last Quotation, London, Feb. 7:—
Spot: 3s. 2d. paid.
April to June: 3s. 2d. paid.
Tone of Market: Firm but quiet.

## COTTON MARKET

*Reuter's Service*

London, February 8.—Today's cotton prices were as follows:—

| | |
|---|---|
| Mid-American Spot ..... | 10.53d. |
| March-April ..... | 10.10d. |
| October-November ..... | 9.61d. |

## LOCAL SHARE MARKET

Messrs. J. P. Bisset and Co. write as follows in their weekly share market report:—

Business in the local share market is practically stagnant owing to extreme tightness of money and the rise in exchange. Transactions are few and the turnover is almost negligible.

Debentures and investment stocks continue weak with a downward tendency.

## BANK OF ENGLAND

*Reuter's Service*

London, February 8.—According to the Bank of England returns, the proportion of reserve to liabilities is 13 per cent.

Bank rate of discount 5½ per cent.


**"BICKERTON'S"**
PRIVATE HOTEL
Established 20 years.
102 Bubbling Well Road. Seven minutes from Bund by trams, which stop at the door. Strictly first-class cuisine under the personal supervision of the proprietress. 60 rooms, separate baths, with hot and cold water, electric light. Tel. W. 1271.


## Silk Market Report

Messrs. Wm. Little and Co. write as follows in their weekly silk market report:—

Our last report was dated 2nd instant.

In the interval we have had the breaking off of diplomatic relations between the United States of America and Germany. This added to the advance in exchange has caused a cessation of business.

## Singapore Rubber Market

Messrs. R. N. Truman and Co., have received the following cable from Singapore, regarding the rubber auction held on February 7:

No. 1 Smoked Sheet—$151 per picul equivalent to 2s. 11d. in London.

No. 1 Crepe—$153 per picul equivalent to 2s. 11½d. in London.

Market opened strong, good buyers throughout, closed a best. Catalogue 922 tons, sold 631 tons.


**Raven Trust Co., Ltd.**
33 Kiangse Rd., Phone 60

INVESTMENT SECURITIES

If you wish to invest any amount from Tls. 15 up, our service will be of assistance to you.

WE WILL SELL
Municipal Debentures.
Land Investment Debentures.
Consolidateds.
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HOUSES TO LET

UNFURNISHED, near French Park, 5 large rooms, hot water service, perfect bathrooms and kitchen, large verandah, garden and tennis.

FURNISHED, 5 rooms, hot water service, perfect bathrooms, kitchen and pantry, large verandah and garden.

HOUSES FOR SALE

**Tls. 14,000** modern five roomed house, kitchen and pantry tiled and completely furnished. Bathrooms contain porcelain tubs, lavatories and flush closets. House is in first class condition and in attractive surroundings.

**Tls. 25,000** modern 9-roomed house on Route Vallon, hot water, kitchen and pantry tiled and completely furnished, perfect bathrooms with porcelain tubs, lavatories, flush closets, medicine chests, and clothes closets. Bedrooms face south, light, cheerful, with built-in closets. Garden, tennis. Part cash and part on time, if desired.

**Raven Trust Co., Ltd.**
33 Kiangse Rd. Tel. 60

**The Cathay Trust, Ltd.**

Paid-up Capital ..... £220,899

LOANS, AT LOW RATES OF INTEREST, GRANTED ON APPROVED SECURITIES.

J. C. DYER, Manager,

J. A. WATTIE & Co., Ltd.
Secretaries and General Managers,
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"Write for—

"A Brief Explanation of the Principles upon which Life Assurance in Founded,"

to

Head Office,

**The China Mutual Life Insurance Company, Ltd.**

10 Canton Road, Shanghai.

**British-America Assurance Co.**

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates.

**FRAZAR & Co.**


# Chinese and Foreign Banking Announcements


## Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

| | |
|---|---|
| Capital ..... | £1,200,000 |
| Reserve Fund ..... | 1,800,000 |
| Reserve Liability of Shareholders ..... | 1,200,000 |

*Head Office:*
38 Bishopsgate, London, E. C.

*Court of Directors:*
Sir Montagu Cornish Turner, Chairman.
Sir Henry S. Cunningham, K.C.I.E.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

*Bankers:*
The Bank of England.
The London City & Midland Bank, Limited.
The London County & Westminster Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

*Agencies and Branches:*

| | | |
|---|---|---|
| Amritsar | Ilollo | Puket |
| Bangkok | Ipoh | Rangoon |
| Batavia | Karachi | Saigon |
| Bombay | Klang | Seremban |
| Calcutta | Kobe | Singapore |
| Canton | Kuala-Lumpur | Shanghai |
| Cebu | Madras | Sourabaya |
| Colombo | Malacca | Taiping |
| Delhi | Manila | (F. M. S.) |
| Foochow | Medan | Tavoy (Lower |
| Haiphong | New York | Burma) |
| Hankow | Peking | Tientsin |
| Hongkong | Penang | Yokohama |

*Shanghai Branch*, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for Collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Account, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

W. B. SUTHERLAND,
Manager.

## BANQUE DE L'INDO-CHINE

| | |
|---|---|
| Capital ..... | Frs. 48,000,000.00 |
| Reserves ..... | Frs. 48,000,000.00 |

*Succursales et Agences:*

| | | |
|---|---|---|
| Bangkok | Hanoi | Saigon |
| Battambang | Hongkong | Shanghai |
| Canton | Mengtze | Singapore |
| Djibouti | Noumea | Tientsin |
| Dondichery | Peking | Tourane |
| Haiphong | Papeete | |
| Hankoou | Pnom-Penh | |

*Bankers:*
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Pari et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN,
Manager.

## Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme

Paid-up Capital .....Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam

*President:*
JEAN JADOT
Gouvernor Societe Generale de Belgique.

*Bankers:*
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne, Societe Anonyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

W. A. HOEHN,
Manager.

## Hongkong & Shanghai Banking Corporation

Paid-up Capital .....$15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2s. $15,000,000
Silver ..... 18,000,000
$33,000,000

Reserve liability of Proprietors .....$15,000,000

*Head Office:* HONGKONG
*Court of Directors:*
W. L. Pattenden, Esq., Chairman.
S. H. Dodwell, Esq., Deputy [Chairman.
G. T. M. Edkins, Esq.,
C. E. Anton Esq.
C. S. Gubbay, Esq.
Hon. Mr. P. H. Holyoak.
J. A. Plummer, Esq.
Hon. Mr. E. Shellim.

*Chief Manager*
Hongkong—N. J. Stabb.

*Branches and Agencies:*

| | | |
|---|---|---|
| Amoy | Ipoh | Peking |
| Bankok | Johore | Penang |
| Batavia | Kobe | Rangoon |
| Bombay | Kualalumpur | Saigon |
| Calcutta | London | S. Francisco |
| Canton | Lyons | Shanghai |
| Colombo | Malacca | Singapore |
| Foochow | Manila | Sourabaya |
| Hankow | Nagasaki | Tientsin |
| Harbin | New York | Tsingtau |
| Iloilo | | Yokohama |

*London Bankers:*
London County and Westminster Bank, Ltd.

*Shanghai Branch*: 12, The Bund.
*Sub-Agency*: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN.
Manager.

## Russo-Asiatic Bank

| | Roubles. |
|---|---|
| Capital (fully-paid) ..... | 55,000,000 |
| Reserve Fund ..... | 24,600,000 |
| | Kpg. Tls. |
| Capital Contributed by the Chinese Government ... | 3,500,000 |
| Reserve Fund ..... | 1,743,000 |

*Head office*: Petrograd.
*Paris Office*: 9, Rue Boudreau.
*London Office*: 64, Old Broad St., E.C.

*Bankers:*
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe General pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Gerenale pour favoriser le Development du Commerce et de l'Industrie en France.

*Far Eastern Branches and Agencies*

| | | |
|---|---|---|
| Bombay | Hailan | Peking |
| Calcutta | Hankow | Shanghai |
| Chanchun | Harbin | Tientsin |
| (Kwan chendze) | Hongkong Newchwang | Tsingtau Vladivostock |
| Chefoo | Nicolayowsk | Yokohama |
| Dalny | (Dairen o-A | |

85 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special acilities for Russian Exchange.

Foreign Exchange on the principal ities of the world bought and sold.

Safe Deposits Boxes.

J. JEZIERSKI,
Q. CARRERE,
Managers for China and Japan

## The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

| | |
|---|---|
| Paid-Pp Capital ..... | $ 300,000.00 |
| Reserves ..... | $ 10,000.00 |
| Deposits (Dec. 31, 1916) | $1,400,000.00 |

Correspondents at principal cities in China, and domestic exchange a speciality.

Credits granted on approved securities. Bills discounted.

Current account in both taels and dollars with interest, may be opened on application.

Particulars of interest allowed on fixed deposits, in both taels and dollors, will be furnished on request.

K. P. CHEN,
General Manager.

## The Bank of China.

(Specially authorised by Presidential Mandate of 15th April, 1915)

| | |
|---|---|
| Authorised Capital ..... | $60,000,000 |
| Paid-up Capital ..... | $10,000,000 |

Head Office: Peking.
Branches and Agencies:
Peking, Tientsin, Newchang, Mukden, Changchun, Harbin, Dairen, Tsinan, Tsingtau, Kaifung, Hankow, Ichang, Shanshi, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Foochow, Canton, Nanchang, Taiyuen, etc., etc.

SHANGHAI BRANCH,
3 Hankow Road.

Loans granted on approved securities, Local bills discounted. Interests allowed on Current Deposit Account in Taels at the rate of 2 per cent per annum and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent per annum.
For 6 months at the rate of 4 per cent per annum.
For 12 months a the rate of 5 per cent per annum.

SUNG HAN-CHANG.
Manager.

## Hongkong & Shanghai Banking Corporation

Saving Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

## Banque Industrielle de Chine

| | |
|---|---|
| Capital ..... | Francs 45,000,000 |

One-third of the Capital, i. e. Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.
General Manager, A. J. Pernotte.

Head Office
74, Rue St. Lazare, Paris.
Branches in Peking, Tientsin and Shanghai
BANKERS:
In France: Societe Generale pour le Development du Commerce et du l'Industrie en France.
In London: London, County and Westminser Bank, Ltd.

Interest allowed on Current Accounts and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

G. LION,
Manager.
1, French Bund, Shanghai.

## Yokohama Specie Bank, Limited

(*Established* 1880.)

*Head Office*: Yokohama, Japan.

| | | |
|---|---|---|
| Capital Subscribed .. | Yen | 48,000,000 |
| Capital Paid-up ..... | „ | 30,000,000 |
| Reserve Fund ..... | „ | 20,800,000 |

*London Bankers:*
Union of London & Smith's Bank, The London Joint Stock Bank, Parr's Bank, Ltd.

*Branches and Agencies:*

| | | |
|---|---|---|
| Antunghsin | London | Port Arthur |
| Bombay | Liaoyang | S. Francisco |
| Calcutta | Los Angeles | Singapore |
| Changchun | Lyons | Sydney |
| Dalny | Mukden | Sinanfu |
| Hankow | Nagasaki | Tiehling |
| Harbin | Newchwang | Tientsin |
| Hongkong | New York | Tokio |
| Honolulu | Osaka | Tsingtau |
| Kobe | Peking | |

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places n Japan, Korea, Formosa and China and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.

K. KODAMA, Manager.

## International Banking Corporation

*Head Office:*
National City Bank Building
60 Wall Street, New York

London Office:
36 Bishopsgate, E. C.

| | |
|---|---|
| Capital paid-up... | U.S. $3,250,000.00 |
| Reserve and Undivided Profits ..... | 3,931,774.11 |
| | U.S. $7,181,774.11 |

Branches at:

| | | |
|---|---|---|
| Bombay | Hongkong | Singapore |
| Calcutta | Kobe | S. Francisco |
| Canton | London | Tientsin |
| Cebu | Manila | Yokohama |
| Colon (P.C.Z.) | Medellin | Peking |
| Hankow | Panama | Shanghai |

Through its close affiliation with THE NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special service of the Branches of that Institution in Cuba and South America:—BUENOS AYRES, HABANA, MONTEVIDEO, RIO DE JANEIRO, SANTIAGO DE CUBA, SANTOS, SAO PAULO, VALPARAISO, BAHIA-BRAZIL.

The Corporation transacts every description of Banking and Exchange business, issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, available in the United States of America and in all other parts of the world, and receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT upon terms which can be ascertained on application.

H. C. GULLAND,
Manager.
1a Kiuklang Road, SHANGHAI.

## Nederlandsche Handel Maatschappij

(Netherland Trading Society.)

Established 1824.
Paid-up Capital—
Guilds 55,000,000 (about £4,583,333)
Reserve Fund—
Guilds 9,925,431 (about £827,120)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
*Agencies in Holland*:
THE HAGUE and ROTTERDAM.
*Bankers:*

| | | |
|---|---|---|
| Banjermasin | Padang | Soerokarta |
| Bandoeng | Palembang | Tandjong Balei |
| Cheribon | Pekalongan | Tebin-Tinggi |
| Dejember | Penang | Tegal |
| Djokjakarta | Pontianak | Telok-Betong |
| Hongkong | Rangoon | Tjilatjap |
| Kota-Radja | Semarang | Weltevreden |
| Makassar | Singapore | |
| Medan | Soerabaya | |

*London Bankers:*
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents, and transacts banking business of every description.

Current accounts kept in taels and dollars.

Shanghai Interest Allowed on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.
Manager.

## Commercial Bank of China

*Head office*: SHANGHAI

| | |
|---|---|
| Subscribed Capital. | Sh. Tls. 5,000,000 |
| Paid-up Capital .. | Sh. Tls. 2,500,000 |

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum.
On Deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

## The Bank of Canton, Limited.

Incorporated 1912.

| | |
|---|---|
| Authorised Capital ..H. | $2,000,000 |
| Subscribed and Paid-up Capital .....H. | $1,357,850 |
| Reserve Fund .....H. | $70,000 |

*Head Office:*
6, Des Voeux Road, Hongkong.

*Shanghai Office*: 2, Ningpo Road.

Drafts granted on the Principal Commercial Cities throughout the world, Bills of Exchange bought and received for collection and every description of Banking and Exchange business undertaken.

Interest allowed on Tael Current Accounts at 2% p.a. on daily balance and on Fixed Deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On Deposits in Dollars according to arrangement.

JUKUUN,
Manager.

## The Mercantile Bank of India, Ltd.

| | |
|---|---|
| Authorised Capital ..... | £1,500,000 |
| Subscribed Capital ..... | 1,125,000 |
| Paid-up Capital ..... | 562,500 |
| Reserve Fund ..... | 550,000 |

Head Office, 15 Gracechurch Street, London, E. C.

*London Bankers:*
Bank of England.
London Joint Stock Bank, Ltd.

Branches & Agencies.

| | | |
|---|---|---|
| Bombay | Howrah | Madras |
| Calcutta | Kandy | Penang |
| Colombo | Karachi | Port Louis |
| Delhi | Kota Bahru | (Mauritius) |
| Galle | (Kelantan) | Rangoon |
| Hongkong | Kuala Lumpur | Shanghai |
| | Singapore. | |

*Shanghai Branch.*

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH,
Acting Manager.
7 Nanking Road.
9752

## BANK OF COMMUNICATIONS

Paid-up Capital: Kungping Taels 10,000,000

Head Office: Peking.
Fifty Branches and Agencies In China.

SHANGHAI BRANCH
Interest allowed on current accounts and on fixed deposits in Taels and Dollars according to arrangement.

Credit granted on approved securities and every description of Banking and Exchange business transacted.
5559

## SUMITOMO BANK, LIMITED

SHANGHAI BRANCH
1, Kiukiang Road

| | | |
|---|---|---|
| Capital (Paid-up). | Yen | 15,000,000 |
| Reserves ..... | Yen | 1,470,000 |
| Deposits ..... | Yen | 120,000,000 |

President, Baron K. SUMITOMO.

Head Office: OSAKA.

Branches:
Tokyo, Yokohama, Nagoya, Kyoto, Osaka, Kobe, Hyogo, Onomichi, Kure, Nihama, Hiroshima, Yanai, Shimonoseki, Moji, Wakamatsu, Fukuoka, Kurume, Honolulu, San Francisco, Bombay and Hankow.

London Banker:
LLOYDS BANK, LIMITED.
New York Banker:
NATIONAL CITY BANK OF N. Y.

Banking Business in General, Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KASAHARA,
Manager.
Tel. No. 3536 (Sumitomo Bank).
Tel. No. 4663 (Compradore Office).


## Sailed from Shanghai

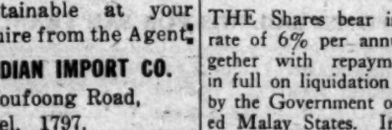
| | | |
|---|---|---|
| **For London etc.** | | |
| Carmarthenshire .... | Jan. | 22 |
| Gleniffer ..... | Dec. | 21 |
| Kamo Maru ..... | „ | 24 |
| Kashima Maru ..... | „ | 31 |
| Katori Maru ..... | „ | 6 |
| Kioto ..... | Jan. | 13 |
| Merionethshire ..... | Dec. | 8 |
| Mishima Maru ..... | Jan. | 9 |
| Nankin** ..... | Dec. | 12 |
| Novara** ..... | „ | 24 |
| Somali ..... | Jan. | 13 |
| Suwa Maru ..... | „ | 29 |
| **For Marseilles, etc.** | | |
| Armand Behic ..... | Jan. | 19 |
| Athos ..... | „ | 2 |
| Gemini ..... | Feb. | 8 |
| Porthos ..... | Feb. | 3 |
| **For Vancouver, etc.** | | |
| Empress of Japan .... | Jan. | 13 |
| **For New York** | | |
| Egremont Castle ..... | Nov. | 20 |
| Eurymedon ..... | Dec. | 23 |
| Toyooka Maru ..... | Feb. | 1 |
| Tsushima Maru ..... | Dec. | 12 |
| **For San Francisco, etc.** | | |
| Nippon Maru ..... | Jan. | 14 |
| Persia Maru ..... | Feb. | 3 |
| Shinyo Maru ..... | Jan. | 19 |
| **For Seattle** | | |
| Hawaii Maru ..... | Jan. | 13 |
| Shidzuoka Maru .... | „ | 8 |
| **For Tacoma** | | |
| Canada Maru ..... | Feb. | 7 |
| Manila Maru ..... | Dec. | 13 |
| Mexico Maru ..... | Jan. | 7 |

**With English Mail.

# Business and Official Notices


MR. W. W. TAYLOR, Proprietor of "YE OLD CURIO SHOP" of Seoul, Chosen, will open a branch in the Astor House Hotel about the 15th of February. An excellent opportunity will be offered to obtain some unique curios from that interesting country.

**EMBOSS YOUR OWN STATIONERY**




Roovers Hand Embossers—From $6 to $15 Mex.

**THE OFFICE APPLIANCE CO.**
4 CANTON ROAD, SHANGHAI.

**V. K. SHEN & SON**
FURNITURE MANUFACTURERS
Beg to announce that the preparation of their
NEW SPECIMEN ROOMS at P372 Nanking Road for the exhibition of their well-made Period, or Modernised, or Arts and Crafts Furniture, is in progress.
& DECORATIVE CONTRACTORS
**V. K. SHEN & SON**

**"WITCH"**
Carbolic Disinfecting Powder.
Plate Powder.
Soot Destroyer.
Made in British Columbia
If not obtainable at your Grocer, inquire from the Agent.
**THE CANADIAN IMPORT CO.**
18 Chaoufoong Road,
Tel. 1797.

**CHUNG HWA TRANSLATION CO.**
Undertakes translations of the following nature:
Letters, Contracts, News, Essays, Novels, Sciences, Advertisements, Regulations, Poems, Official Statements, Arts Descriptions, etc., etc.
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Telephone 3125.

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THE well-known, detached country residence, "The Ranch," No. 8 Siccawei Road, with 9 Mow of ground, lawn, conservatories, stables and garage.
For further particulars, apply to Mr. O. Mordhorst, or the undersigned brokers:
R. W. HEIDORN & CO.
Tel. 4240 7-8 French Bund.
12629

**INTERNATIONAL SAVINGS SOCIETY**
A French Public Savings Company
Head Office: SHANGHAI
1 bis, AVENUE EDOUARD VII
(Yangkingpang)
**Savings are the Making of all Great Nations**
If you will not save yourselves, we will do it for you.
You pay us monthly 12 dollars, and we guarantee you a capital of **at least two thousand dollars,** after 18 years and 10 months payments.
Our bonds **have a surrender and loan value after two years,** the same as Life Insurance policies,
BUT
We give you a
**Further Advantage** viz.,
**Our Monthly Drawings** which give you **an opportunity** to **get every month** a return of from **$12** to **$2,000.**
AUDIT
A continuons daily audit of the accounts of the Society is conducted by Mr. S.A Seth, Chartered Secretary and Public Accountant.
For full particulars, apply to the Head Office.
J. BEUDIN & M. SPEELMAN,
General Manager.

**War Loans Investment Trust of Malaya.**
(Incorporated in the Federated Malay States)
CAPITAL $6,000,000
In shares of $10 each (Straits currency) full paid
THE Shares bear interest at the rate of 6% per annum which together with repayment of capital in full on liquidation is guaranteed by the Government of the Federated Malay States. Interest accrues from the 1st day of the month following the date on which subscriptions are received and will be paid half yearly on 1st January and on 1st July. Copies of the prospectus and forms of applications for shares can be obtained from and subscriptions will be received by, any of the following Banks.
The Chartered Bank of I. A. & China,
The Hongkong & Shanghai Banking Corporation,
The Mercantile Bank of India, Ltd.
12383

**Carpets and Rugs**
MADE TO ORDER
Carpets and rugs of every description manufactured. Only Expert Workmen of Peking and Tientsin employed. Newest patterns and most artistic designs. Materials guaranteed to be of the best quality. Only the best Chinese colour, which remains ever fresh and will never fade, is used. Our goods have already established a wide reputation. Our factory is run on modern lines in every way, and we believe it is the first of its kind in Shanghai. Prices have been lowered. Foreign orders from abroad are solicited.
HWA YENG FACTORY.
Nos. 11, 13 and 15 Route des Soeurs
French Concession.

**The Geographical and Topographical Society**
OF CHINA
8B PEKING ROAD
(Opposite Chinese Post Office)
Following works now in preparation:
1. The **NEW PLAN OF PEKING** with **ILLUSTRATED INDEX** (Guide Book) and **THE NEW MAP OF CHIHLI PROVINCE** which will be included.
2. **THE WHANGPOO RIVER, WHARF AND GODOWN PLAN,** which will be used in connection with a Block Book of individual wharf and godown plans, published in conjunction with this work.
3. The **NEW PLAN OF CANTON** with **ILLUSTRATED INDEX** (Guide Book) and **THE NEW MAP OF KWANGTUNG PROVINCE.**
4. **THE GREAT ATLAS OF CHINA** scale **ONE INCH TO A MILE,** compiled especially with the support of the members (Honorary) of the above Society.

**SECOND RUSSIAN 5½% WAR LOAN, 1916.**
Issued at 95%.
THE Russo-Asiatic Bank in China, Japan and Bombay accepts, up to the 13th of February, orders for the above War Loan on the same conditions as formerly.
12447

**Hydrophobia and Rinderpest**
for
Precautional Injections
Apply to:
VETERINARY SURGEON
DR. S. NAKANISHI,
YA 4 Barchet Road.
Special Contracts for the treatment of all Cattle Diseases.
Telephone 611 11704

**Russian Lady Dentist**
20 Nanking Road
Miss Gauhman begs to announce the opening of her most up-to-date dental parlor, at 20 Nanking Road, where she will undertake all kinds of dental work. Reasonable terms and satisfaction guaranteed.
Time: 9 to 12——2 to 6.
12381

**Sam Joe & Co.**
General Storekeepers, Grocers, Wine and Spirit Merchants.
Our goods are always absolutely fresh, being imported weekly from well-known manufacturers.
"American" fresh fruit always in stock
Prices very moderate
Prompt attention given to all orders
Orders from outports and the interior are carefully packed, and all breakages will be promptly made good.
All kinds of Chinese and Japanese coal sold by us also.
A1114 Broadway
Telephone No. 1095.
SHANGHAI

**M. CHING CHONG**
Proprietor, Yeh Mei-Ching
Hardware and Metal Merchants
Government Contractors
Materials of every description for Engineering
Naval and Marine Stores always in stock
Our entire stock is from well-known manufacturers, and our prices are moderate
Sole Agent for
**The Chee Hsin Cement Co., Ltd.**
For further information, please apply to—
66-69 North Soochow Road, Shanghai.
Tel. Gen. office No. 2971
Tel. Pri. office No. 4385

**ASTOR HOUSE HOTEL,**
TIENTSIN.
Cable Address:
ASTOR.
The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.
Spacious and Luxurious Dining and Reception Rooms.
Comfortable Bedrooms with Bath; Double, Single or En Suite.
First-Class Cuisine and Selected Cellar, under Foreign Supervision.
Central Heating, Electric Light, Modern Sanitary Arrangements.
Hotel Motor-Omnibus and Porters meet all Trains and Boats.
THE MANAGEMENT.


## Piece Goods and Yarn

Messrs. Ilbert and Co., write as follows in their weekly market report:—

The stringency in the money market continues, and prices at the weekly auctions have been somewhat on the easy side. In fact there is little business of any kind to record either in import or export, for the interior water-ways of the country are so abnormally dried up that throughout many of the smaller tributaries of the Yangtsze river, cargo-boat traffic is suspended, while on the Yangtsze itself, the traffic is being delayed. The winter has been one of exceptional dryness, for even though heavy falls of snow have occurred in many parts, the continuous frost has prevented the rivers from benefiting. Now the first day of "Chinese Spring" has arrived, the rivers should be rising inch by inch, instead of which they are still falling, and the natives fear a sudden rush of water later on, with its usual attendant flooded areas.

Exchange has continued its upward career, and rates for cash are considerably above current quotations.

Exports for the month of December to Hongkong and China are mailed privately as follows:—

| | In 1916 | In 1915 | In 1914 |
|---|---|---|---|
| Plain Cottons (Unbleached) in millions of yards... | 5.9 | 11.4 | 6.5 |
| Plain Cottons (Bleached) in millions of yards.... | 15.5 | 18.2 | 8.6 |
| Dyed and coloured Cottons in millions of yards.... | 10.2 | 8.1 | 8.4 |
| Printed Cottons in millions of yards. | .8 | .4 | 2.1 |

Grey Shirtings 8¼ lbs.—We have no business to report this week, the auction supplies having been sufficient for the present small needs of the market. Prices at auction were fairly steady.

9 lbs. to 11 lbs.—For Ningpo and Hankow small parcels have been purchased at steady rates, particulars being:—Pighead at Tls. 5.15, Nine Boys at Tls. 4.35 and "Sze" at Tls. 4.25. The auction chops went irregularly.

12-lbs. 36-inches.—Prices keep fairly steady but the amount of business done is insignificant, being confined to small quantities of Blue Dragon at Tls. 5.75, and Blue Stag at Tls. 5.00. Auctions steady to firm.

White Shirtings.—Market steady but very quiet with a small business made public in the following:—Large Dog at Tls. 7.35, Gold Nine Horses at Tls. 7.25, Nine "Tah" at Tls. 6.40, Blue Nine Horses at Tls. 6.30, and Flower No. 1 at Tls. 6.20.

Drills and Sheetings.—No business appears to have been transcated.

Dyed and Fancy Cottons.—A few lots of Venetians and Poplins have been taken for Hankow and the North, but the market on the whole is dull. At auction Fast Black Cotton Italians declined sharply and Venetians also went at somewhat lower rates.

Cotton.—The local staple due to the steadiness of exchange has been on the weak side during the past week and there has not been much business doing. Quotations are as follows:—Tungchow Tls. 25.20 to Tls. 24.00 according to quality. Four Chop Tls. 23.00 to Tls. 22.60. Steam Ginned at Tls. 23.00 to Tls. 22.60 and Ordinary Shanghai at Tls. 22.75 to Tls. 22.40.

Prices on the Liverpool market are cabled by Reuter as follows:—Middling American at 10.40d. Egyptian at 21.20d., and Fine Bengals at 7.85d. per lb.

Local Yarn.—Dealers continue very apathetic and are showing no interest in further purchasing at present, our market is consequently flat.

Sales for cash are reported in 20's count of 400 Bales Three Joss at Tls. 113.00. 400 Bales Man and Goats at Tls. 114.00 and 400 Bales Five Men at Tls. 115.00.

Indian Yarn.—Business to the extent of about 2,000 Bales has been transacted at prices that show a decline of about Tls. 3.00 per bale on last week's values. Particulars are as follows:—

No. 10s.—100 Bales Apollo (mule) at Tls. 90.00, 275 Bales Connaught at Tls. 88.50, 300 Bales Naranjee at Tls. 89.00, 300 Bales Sorab at Tls. 89.50 and 300 Bales Swadeshi Kose at Tls. 95.00

No. 12s.—75 Bales Currimbhoy (Ring) at Tls. 90.50, 50 Bales Elphinstone at Tls. 88.50, 250 Bales Fazulbhoy at Tls. 92.00, and 200 Bales Herald Office at Tls. 99.00

No. 20s.—100 Bales Connaught at Tls. 106.00.

Japanese Yarn.—Price for these spinnings also show a declining tendency in sympathy with higher exchange rates, sales being made public in:—

No. 16s—50 Bales Blue Fish at Tls. 110.00. 100 Bales Three Horses at Tls. 107.50, and 100 Bales Standing Horse at Tls. 110.00.

No. 20s—200 Bales Red Fisherman at Tls. 111.00.

## THE CHINA PRESS MAIL SCHEDULE

SUNDAY, FEBRUARY 11, 1917

| Date and Place | Per | Chi. | British | French | Ger. | U.S.A. | Russian | Japan | Regist. |
|---|---|---|---|---|---|---|---|---|---|
| **Today** | | | | | | | | | |
| Europe via Siberia (Post Train) .. | Via Pukow | .. | 7.00 | .. | .. | .. | .. | .. | 5 15th |
| San Francisco via Japan & Honolulu | China | 3.30 | .. | .. | .. | .. | .. | .. | 3.00 |
| Japan via Nagasaki .. .. .. .. .. | China | .. | .. | .. | .. | .. | .. | .. | 3.00 |
| River Ports .. .. | Kiangkwan | 9.00 | .. | .. | .. | .. | .. | 4.00 | 3. 0 |
| Hankow .. .. .. .. (Every day) | Train | .. | .. | .. | .. | .. | 11.30* | .. | 9.0 |
| Peking and Tientsin .. ..(Every day) | Train | .. | .. | .. | .. | .. | 5.00 | .. | 10.00* |
| Hankow .. .. | | | 5.00 | .. | .. | .. | | .. | 5.00 |
| Chefoo and Tientsin.. .. .. .. .. | Hsinming | 10.30* | .. | .. | .. | .. | .. | .. | 11.00* |
| Japans via Kobe.. .. .. .. .. .. | Iyo maru | .. | .. | .. | .. | .. | .. | A11.3 * | 11.00* |
| **Tomorrow.** | | | | | | | | | |
| Europe Via Siberia .. .. .. .. .. | Via Pukow | e9.30 | .. | e8.00 | .. | .. | 6.00 | .. | 5.30 |
| Hongkong and Canton .. .. .. .. | Sunning | 9.00 | .. | 4.30 | .. | .. | 4.30 | 5.00 | 9.00 |
| Swatow and Hongkong .. .. .. .. | | .. | 5.00 | .. | .. | .. | .. | .. | .. |
| Hongkong .. .. .. | | .. | 9.30* | .. | .. | .. | .. | .. | .. |
| Moji, Kobe Yokohama Canada, U.S.A and Europe .. .. .. .. .. .. | | | 9.3 * | .. | | .. | .. | .. | .. |
| River Ports .. .. .. .. .. .. .. | Kianghsin | 9.00 | .. | .. | .. | .. | .. | .. | .. |
| Hongkong and Canton .. .. .. .. | Atsuta maru | 9.30* | .. | .. | .. | .. | .. | .. | 9.00 |
| Hongkong, Southern Ports, Australia, the Straits, Ceylon and India | Atsuta maru | 9.30* | .. | .. | .. | .. | .. | .. | 9.00* |
| Tientsin (Every day except Sunday) .. | Train | .. | 5.00 | .. | .. | .. | .. | .. | .. |
| Nagasaki .. .. .. .. .. .. .. | Hsin Peking | 3.3 | .. | .. | .. | .. | .. | .. | .. |
| .. | | .. | 3.0 | .. | .. | .. | .. | .. | .. |
| Hankow .. .. .. .. .. .. .. .. | | .. | 5.00 | .. | .. | .. | .. | .. | .. |
| Java Ports .. .. .. .. .. .. .. | Tjikini | 10.30* | .. | .. | .. | .. | .. | .. | 1.00* |
| Hongkong and beyond .. .. .. .. | Atsuta maru | .. | .. | .. | .. | .. | .. | a10.3 * | 10.0* |
| Japan via Moji and Seattle .. .. | Awa maru | .. | .. | .. | .. | .. | .. | b11.0* | 9. 0* |
| **Tuesday, February 13.** | | | | | | | | | |
| Nagasaki, Kobe, Yokohama, Canada, U.S.A. and Europe .. .. .. .. | | .. | 2.30 | .. | .. | .. | .. | .. | 2.00 |
| Europe via Siberia (Express) | Via Pukow | .. | 7.0* | .. | .. | .. | .. | .. | 5.12th |
| Manila Direct .. .. .. .. .. .. | Venezuela | .. | | | | 11.00* | .. | .. | 1.3 * |
| Swatow .. .. .. .. .. .. .. .. | Holhow | 9.00 | | 4.3 | | .. | 4.30 | 5.00 | 9.0 |
| Manila and Hongkong .. .. .. .. | | .. | 10.30 | .. | | .. | .. | .. | .. |
| H .. .. | | .. | 5.00 | .. | .. | .. | .. | .. | .. |
| Moji, Kobe, Yokohama, Canada, U.S.A. and Europe .. .. .. .. .. .. | | .. | 12.3 | | .. | .. | .. | .. | .. |
| River Ports .. .. | Suiwo | 9.00 | .. | .. | .. | .. | .. | .. | 9.0 |
| Chefoo and Tientsin.. .. .. .. .. | Hsinfung | 9.00 | 5.00 | 5.00 | .. | .. | 5.00 | 5.00 | 9.00 |
| Amoy and Swatow .. .. .. .. .. | Hsinkong | 9.00 | .. | 4.30 | .. | .. | .. | 5.00 | 9.00 |
| Hongkong and Canton .. .. .. | Kwangtah | 9.00 | .. | 4.30 | .. | | 4.30 | 5.00 | 9.0 |
| Manila.. .. .. .. .. .. .. .. .. | Venezuela | 11.00* | .. | .. | | .. | .. | .. | 10.30* |
| Inner Port .. .. | Chikugo maru | noon | .. | .. | .. | .. | .. | .. | 11.30 * |
| Japan and America .. .. .. .. .. | Montegle | 2.30 | .. | | .. | .. | .. | .. | 2.00 |
| Italy, Manchuria and Europe .. .. | Sakaki maru | .. | .. | .. | .. | | | g1.30 | 1.00 |
| Japan via Nagasaki .. .. .. .. .. | Chikugo maru | .. | .. | .. | .. | .. | .. | g1.00 | 0.30 |
| **Wednesday, February 14.** | | | | | | | | | |
| Europe via Siberia .. .. .. .. .. | Via Pukow | e9.00 | | e8.00 | .. | .. | 6.00 | .. | 5.30 |
| Weihaiwei, Chefoo and Tientsin .. | Tungchow | 8.30* | 9.00* | .. | .. | .. | .. | .. | 8.00* |
| Amoy Hongkong and Canton .. .. | Shantung | 9.00 | | 4.30 | .. | .. | 4.30 | 5.00 | 9.00 |
| Amoy and Swatow .. .. .. .. .. | | .. | 5.00 | .. | .. | .. | .. | .. | .. |
| Japan via Moji .. .. .. .. .. .. | Chikuzen maru | .. | .. | .. | .. | .. | .. | 9.00 | 8.30 |
| **Thursday, February 15.** | | | | | | | | | |
| Swatow .. .. .. .. .. .. .. .. | Holhow | 9.00 | 5.00 | 4.30 | .. | .. | 4.30 | 5.00 | 9.0 |
| **Friday, February 16.** | | | | | | | | | |
| Japan via Nagasaki .. .. .. .. | Yawata maru | .. | .. | .. | .. | .. | .. | 9.00 | 8.30 |
| **Saturday, February 17.** | | | | | | | | | |
| Europe via Siberia .. .. .. .. | Via Pukow | .. | .. | e8.00 | .. | .. | 5.00 | .. | 4.3 |

The asterick (*) denotes a.m.

A Letters and boxes with declared value 11 a.m. Parcels 4 p.m. on previous day, and money orders 10.30 a.m.
B Letters and boxes with declared value 10 a.m. Parcels and money orders 9.30 a.m.
C Mail closed 8 to 8.30 p.m. Registration 8.30 p.m.
D Letters and boxes with declared value 9.30 a.m. Parcels 4 p.m. and money orders 3 p.m. on previous day.
E Registration 8.30 p.m. Supplementary mail closed at 7 a.m.
F Letters and boxes with declared value 1 p.m. Parcels and money orders 0.30 p.m.
G Letters and boxes with declared value 0.30 p.m. Parcels and money orders noon.
H Letters and boxes with declared value 3.30 p.m. and money orders noon.
I Letters and boxes with declared value 8.30 p.m. Parcels 4 p.m. and money orders 3 p.m.

British Post office.—Until further notice the ordinary and registered letter mails for Europe via Pukow and Siberia will be closed at 5 p.m. on Monday, Wednesday and Saturday. There will be a supplementary receipt of unregistered correspondence between 8.20 and 9 o'clock on the same evening during which time the office will be open for the sale of stamps only.

Chinese Post office.—Until further notice, mails for Europe, via Pukow and Siberia, will be closed at the Chinese Post Office as follows: Monday, Wednesday and Saturday at 9 p.m. Registered mails are closed half an hour earlier. A Supplementary mail of ordinary correspondence only will be closed on Tuesday, Thursdays and Sundays at 7 a.m.

Japanese Post Office:—Until further notice a mail will be despatched for Europe, via Dalny, every Tuesday morning, and via Pukow and Mukden, by the night-train on Wednesday and Saturday.

German Post Office.—Mails for Chinkiang, Nanking and Hankow close every day at 11 a.m. and 2 p.m. and for Tsinanfu, Tientsin and Peking, via Pukow, at 9 p.m.

Mails for Hankow close every day at 11.30 a.m. Registration at 11.30 a.m. and for Peking and Tientsin every day at 9 a.m. Registration to 5 p.m. at the Russian post office.

## *Local Outport Mails*

### *Permanent Notice*

| Destination. | Mails Close Daily. a.m. | p.m. |
|---|---|---|
| Shanghai-Nanking Railway. | | |
| Soochow, Wusih, Changchow, Tanyang, Chinkiang, Nanking, Hankow and North China. | 7.00 | |
| Soochow, Wusih, Chinkiang, Nanking and all intermediate places ... | 7.30 | |
| Nanziang & Kiatinghsien. | 8.00 | |
| Soochow, Wusih, Changchow, Chinkiang, Nanking and all River ports ..... | 11.30 | |
| Soochow, Wusih, Changchow and Intermediate places ..... | | 2.30 |
| Nanziang & Kiatinghsien. | | 4.30 |
| Sopchow, Wushih, Changchow, all River Ports and North China ..... | | 9.00 |
| Shanghai-Hangchow Railway. | | |
| Sinchwang, (Tsipao and Ssoking) Sungkiang, Fengking, Kashan, Kashing, Wangtien, Siashih (and Tunghsiang), Changan (also Shihmen and Shihmenwan), Linping (and Tangsi) and Hangchow (also Huchow). ..... | 6.30 and | 5.00 daily. |
| Shanghai-Hangchow Train. | | |
| Sinchwang, Sungkiang, Fengking, Kashan, Kashing (and Tangsi), Siashih (and Tunghsiang), Changan (also Shihmen and Shihmenwan), Linping and Hangchow (also Shaoshing and Sioashan)... | | 1.00 |
| Shanghai-Woosung Train. | Close Daily. | |
| Woosung (also Paoshan, Kiangwan & Tachang). | 6, 7, 9.30, 11.45 a.m. 1.30, 3, 5, 7.30 p.m. | |
| Sunkiang, Kashing, Hangchow and intermediate places ..... | 3.00 | |
| Ningpo, Chenhai and Wenchow via Ningpo, Shanghai-Hanchow train, 2 p.m., Sundays only. | | |

| Steamer. | Mails close daily except Sunday. a.m. | p.m. |
|---|---|---|
| Ningpo, Chenhai and Wenchow ..... | | 3.30 |
| Launch | close daily a.m. | p.m. |
| Tsungmi and Paochen .. | 7.00 | 2.00 |
| | 10.45 | 5.00 |
| Pehsinchen, Chakiang, Pinghu, & Chungku... | 3.00 | |
| Minghong and Nankiao.. | 2.00 | |
| | 11.00 | |
| Hunchow, Nanzing and Linghu .....11.00 | | |
| Minghong and Wukahong, Nankiao ..... | 3.00 | |
| | 11.00 | |
| Haimenting and Miaochen | 7.00 | 5.00 |
| | 10.45 | 3.30 |
| Chowpu .....11.00 | | |
| Tatwan, Nankwei, Fenghsien and Sinchang..... | 3.00 | |
| Tachang ..... | 7.00 | |
| | 11.00 | |
| Courier. | | |
| Kiangnan Arsenal.. | 8, 9, 10, 11 a.m | |
| | 12 noon. | |
| | 2, 3, 4, 6 p.m | |
| Siccawei & Tsipao... | 8, 9, 10, 11 a.m | |
| | 12 noon | |
| Chwansha ..... | 7.00 | |
| | (2, 3, 4, 6 p.m | |
| Foot Boat. | | |

**LANGKAT DAILY OUTPUT**
The following telegraphic information has been received by the general agent from the Sumatra director and manager of the Maatschappij tot Mijn-Bosch-en Landbouwexploitatie in Langkat:
"The output of crude oil for February 9 was 96 tons."


**Amusements**

**APOLLO THEATRE**
Programme for February 11
**'TWO LITTLE VAGABONDS"**
The film version of the immortal melodrama by the famous French author, Pierre Decourcelle, adapted by Geo. R. Sims and Arthur Shirley. In Two Episodes of Four Parts each. Tonight, the first episode, entitled,
**"Another's Fault"**
Pathe's American & French Gazettes
depicting latest events of interest
Florence Rose Fashions
"Betty Prepares for Cool Weather"
**"Heart and Flames"**
L-Ko Comedy
Screams of laughter from start to finish.

**TOWA CINEMA THEATRE**
*Corner of Woochang and Chapoo Roads.*
*PROGRAMME*
*For Monday, Tuesday and Wednesday 12th, 13th and 14th February.*
**"MASTER KEY"**
Third Episode. Two Parts.
*These two parts contain very thrilling incidents of this most wonderful Detective Story Picture.*
ALSO SHOWING:
*One Double-Reel Charlie Chaplin Comedy, and two other very interesting Comedies.*
Dress Circle Seats..... 30 cts. only

# GENERAL SHIPPING NEWS

## Future Sailings

### FOR AMERICA AND CANADA

| Date | Time | Destination | Ship's Name | Flag | Agents |
|---|---|---|---|---|---|
| Feb 11 | .. | San Fancisco | China | Am | C. M. S. S. Co |
| " 12 | noon | Seattle, Victoria etc. | Awa maru | Jap. | N. Y. K. |
| " 13 | P.M | Vancouver B.C. | Monteagle | Br. | C. P. O. S. |
| " 16 | 10.00* | San Francisco | Korea maru | Jap. | A. T. Co. |
| " 17 | .. | Vancouver B.C. | Empress of Asia | Br. | C. P. O. S. |
| " 18 | 6.30* | Seattle, Victoria etc. | Yokohama maru | Jap. | N. Y. K. |
| Mar 1 | .. | San Francisco | Siberia maru | Jap. | A. T. Co. |
| " 4 | .. | San Francisco | Venezuela | Am. | P.M.S.S. Co. |
| " 9 | .. | San Francisco | Tenyo maru | Jap. | A. T. Co. |
| " 11 | .. | Seattle, Victoria etc. | Tamba maru | Jap. | N.Y. K. |
| " 17 | | Vancouver B.C. | Empress of Russia | Br. | C. P. O. S. |
| " 23 | .. | San Francisco | Nippon maru | Jap. | A. T. Co. |

### FOR JAPAN PORTS

| | | | | | |
|---|---|---|---|---|---|
| Feb 11 | 2.30 | Kobe and Yokohama | Iyo maru | Jap. | N. Y. K. |
| " 10 | 12.30 | Nagasaki, Moji & Kobe | Santo maru | Jap. | N. Y. K. |
| " 11 | .. | Nagasaki, Kobe & Yokohama | China | Am. | C. M. S. S. Co |
| " 11 | 11.30* | Kobe & Yokohama | Miyazaki maru | Jap. | N. Y. K. |
| " 12 | noon | Yokohama, etc. | Awa maru | Jap. | N. Y. K. |
| " 13 | | Moji, Kobe & Yokohama | Monteagle | Br. | C. P. O. S. |
| " 13 | 2.00 | Nagasaki, Kobe & Yokohama | Chikugo maru | Jap. | N. Y. K. |
| " 15 | 6.00* | Kobe & Osaka | Chikuzen maru | Jap. | N. Y. K. |
| " 16 | 10.00 | Nagasaki, Kobe & Yokohama | Korea maru | Jap. | A. T. Co. |
| " 16 | 3.00 | Nagasaki | Penza | Rs. | R. V. F. |
| " 17 | 6.00* | Nagasaki, Moji & Kobe | Yawata maru | Jap. | N. Y. K. |
| " 17 | .. | Nagasaki, Kobe & Yokohama | Empress of Asia | Br. | C. P. O. S. |
| " 19 | 6.30* | Moji, Kobe & Yokohama | Yokohama maru | Jap. | N. Y. K. |
| " 19 | 5.00 | Moji, Kobe | Tientsin maru | Jap. | N. Y. K. |
| " 20 | 9.30* | Nagasaki, Moji & Kobe | Hakusan maru | Jap. | N. Y. K. |

### FOR EUROPE, INDIA, STRAITS, ETC.

| | | | | | |
|---|---|---|---|---|---|
| Feb 11 | 12.30 | London etc. | Atsuta maru | Jap. | N. Y. K. |
| " 12 | .. | Java Ports | Tjikui | Dut. | H.-C.T. Co. |
| " 17 | .. | London | Yasukuni maru | Jap. | N. Y. K. |
| " 23 | .. | Marseilles etc. | Cordillere | Fr. | Cie M. M. |
| " 25 | noon | London etc. | Hitachi maru | Jap. | N. Y. K. |
| Mar 2 | | Genoa etc. | Glenamoy | Br. | Glen Line |
| " 4 | .. | London etc. | Iyo maru | Jap. | N. Y. K. |

### FOR SOUTHERN PORTS

| | | | | | |
|---|---|---|---|---|---|
| Feb 11 | D.L. | Hongkong & Canton | Anhui | Br. | B. & S. |
| Feb 11 | D.L. | Swatow, Hongkong, Canton | Choysang | Chi. | C.M.S.N. Co. |
| " 12 | 4.00 | Ningpo | Hsin Peking | Br. | B. & S. |
| " 14 | D.L. | Hongkong & Canton | Sunning | Br. | B. & S. |
| " 13 | 3.30 | Ningpo | Anping | Chi. | C.M.S.N. Co. |
| " 15 | A.M. | Amoy & Swatow | Hsinfung | Chi. | C.M.S.N. Co. |
| " 15 | A.M. | Hongkong & Canton | Kwangtah | Chi. | C. M. S. N. Co |
| " 13 | noon | Hongkong via Manila | Venezuela | Am. | P. M. S. S. Co |
| " 16 | D.L. | Swatow | Hoihow | Br. | B. & S. |
| " 15 | D.L. | Amoy, Hongkong & Canton | Shantung | Br. | B. & S. |
| " 25 | 12.30 | Hongkong | Tamba maru | Jap. | N. Y. K. |
| " 18 | D.L. | Hongkong & Canton | Yingchow | Br. | B. & S. |
| " 20 | D.L. | Hongkong & Canton | Chenan | Br. | B. & S. |
| " 27 | .. | Hongkong | Empress of Japan | Br. | C.P.O.S. |

### FOR NORTHERN PORTS

| | | | | | |
|---|---|---|---|---|---|
| Feb 11 | 9.00* | Tsingtao | Tencho maru | Jap. | S. M. R. |
| " 11 | A.M. | Dairy | Ishin maru | Jap. | S. M. R. |
| " 1 | .. | Chinwangtao | Sishan | Chi. | S.M.A. |
| " 13 | 2.30 | Dairy | Sakaki maru | Jap. | S. M. R. |
| " 14 | 4.00* | Weihaiwei, Chefoo, Tientsin | Tungchow | Br. | B. & S. |
| " 16 | 4.3 | Tsingtao and Dairy | Kobe maru | Jap. | S. M. R. |
| " 19 | 9.0 | *Tsingtao | Ono maru | Jap. | S.M.R. |
| " 26 | 5.00 | Vladivostock | Perm | Rus. | R. V. F |

### FOR RIVER PORTS

| | | | | | |
|---|---|---|---|---|---|
| Feb 1 | M.N. | Hankow etc. | Tachi maru | Jap. | N.K.K. |
| " 11 | M.N. | do | Kiangkwan | Chi. | C.M.S.N. Co. |
| " 12 | M.N. | do | Luenno | Br. | J. M. & Co. |
| " 12 | M.N. | do | Kiangsin | Chi. | C.M.S.N. Co. |
| " 14 | M.N. | do | Talee maru | Jap. | N.K.K. |
| " 2 | 11.00* | Wuhu & Swatow | Ningpo | Br. | B. & S. |
| " 13 | M.N. | Hankow etc. | Suiwo | Br. | J.M. & Co. |
| " 13 | M.N. | do | Tatung | Br. | B. & S. |
| " 13 | M.N. | do | Fengyang maru | Jap. | N.K.K. |
| " 14 | M.N. | do | Wuchang | Br. | B. & S. |
| " 14 | M.N. | do | Kiangfoo | Chi. | C.M.S.N. Co. |
| " 15 | M.N. | do | Kiangyu | Chi. | C.M.S.N.Co. |
| " 15 | M.N. | do | Kutwo | Br. | J.M. & Co. |
| " 15 | M.N. | do | Yohyang maru | Jap. | N.K.K. |
| " 16 | M.N. | do | Tachang maru | Jap. | N.K.K. |
| " 6 | M.N. | do | Tuckwo | Br. | B. & S. |
| " 16 | M.N. | do | Luenyi | Br. | B. & S. |
| " 17 | M.N. | do | Poyang | Br. | B. & S. |
| " 17 | M.N. | do | Siangyang maru | Jap. | N.K.K. |
| " 18 | M.N. | do | Kiangyung | Chi. | C.M.S.N.Co |
| " 19 | M.N. | do | Tafoo maru | Jap. | N.K.K. |
| " 19 | M.N. | do | Kiangwan | Chi. | C.M.S.N. Co. |

*A.M. M.N.—Midnight. L.—Daylight.

## Arrivals

| Date | From | Ship's Name | Tons | Flag | Agents | Berth |
|---|---|---|---|---|---|---|
| Feb 10 | Ningpo | Anping | 1159 | Chi. | C.M.S.N.Co. | KLYW |
| Feb 10 | Hongkong | Ajiki | 497 | Du. | H. T. Co. | KMAW |
| Feb 10 | Hongkong | Choysang | 1424 | Br. | J. M. & Co. | SHW |
| Feb 10 | Hongkong | Irene | 838 | Chi. | C. M. S. N. Co | KLYW |
| Feb 10 | Japan | Chikugo maru | 1446 | Jap. | N. Y. K. | NYKW |
| Feb 10 | Chefoo | Tungchow | 1283 | Br. | B. & S. | CNW |

## Departures

| Date | For | Ship's Name | Tons | Flag | Agents |
|---|---|---|---|---|---|
| Feb 10 | Swatow | Wingsang | 1517 | Br. | B. & S. |
| " 9 | Tsingtao | Esang | 1127 | Br. | J. M. & Co |
| " 10 | Japan | Santo maru | 544 | Jap | Satoh Shokai |
| " 10 | New York via Boston | Eurybates | 3507 | Br. | B. & S. |
| " 9 | Foochow | Taishun | 1612 | Chi. | C.M.S.N.Co. |
| " 10 | Ningpo | Anping | 1159 | Chi. | C.M.S.N.Co. |

## Men-of-War In Port

| Section | Date | From | Name | Flag and Rating | Tons | Guns | Men | Commander |
|---|---|---|---|---|---|---|---|---|
| ENB | Jan. 30 | Cruise | Cincinnati | Am cru. | 3213 | 10 | 314 | Fewel |
| KND | Nov 8 | Cruise | Monocacy | Am g-b. | 190 | 2 | 47 | Carter |
| OD | Dec. 15 | Cruise | Wilmington | Am g-b. | 1392 | 8 | 159 | Chadwick |

The French gunboats D. de Lagree and Decidee, the Japanese gunboats Fushimi, Sumida and Toba, and the British gunboat Woodlark are not included in this list, being dismantled

## Vessels Loading

### For River Ports

HANKOW and PORTS.—The str. Kiangkwan, Capt. C. B. Conley, will leave on Sunday night. For Freight or Passage apply to C. M. S. N. Co.

HANKOW and PORTS.—The Str. Kianghsin, Capt. J. R. Milligan, will leave on Monday night. For Freight or Passage apply to C. M. S. N. Co.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s s.s. Luenho, 2,868 tons, Captain Jackson, will leave on Monday, the 12th instant, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s s.s. Suiwo, 2,671 tons, Captain Sellar, will leave on Tuesday, the 13th instant at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The Co.'s Str. Talee Maru, Captain T. Honjio, will be despatched from the Pootung N.K.K. Wharf on Monday, Feb. 12 at about 12 o'clock midnight. The last steam launch will leave Canton Road jetty at 11 p.m. For Freight and Passage apply to The Nisshin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The Co.'s Str. Fengyang Maru, Captain S. Takano, will be despatched from N.Y.K. Wharf on Tuesday, Feb. 13 at about 12 o'clock midnight. This steamer has extra spacious Staterooms (electric fans fitted). European food of the best cuisine is provided. The last steam launch will leave Canton Road jetty at 11 p.m. For Freight and Passage apply to The Nisshin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

### For Northern Ports

CHINWANGTAO direct, taking through cargo for TIENTSIN.—The Kailan Mining Administration, Chartered s.s. Sishan, February 11. For Freight or Passage, apply to Agent, 1 Jinkee Road. Tel. 319.

WEIHAIWEI, CHEFOO and TIENTSIN.—The Navigation Co.'s Steamer Tungchow Captain Harris will leave from the French Bund on Wednesday, the 14th inst., at 10 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents. French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

### For Southern Ports

HONGKONG and CANTON.—The China Navigation Co.'s s.s. Anhui, Captain Eedy, will leave from the French Bund direct for the above ports on Sunday, the 11th inst., at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents. Telephone: Nos. (Freight) 77, (Passage) 401.

HONGKONG and CANTON.—The China Navigation Co.'s s.s. Sunning, Captain W. L. Jones will leave from the French Bund direct for the above ports on Wednesday, the 14th inst., at daylight. For Freight or Passage apply to Butterfield and Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s s.s. Hsin Peking, Captain A. Stott R.N.R., will leave from the French Bund on Monday, the 12th inst., at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG via MANILA.—The Pacific Mail Steamship Co.'s s.s. Venezuela, 14,000 tons, Captain H. Thompson, will be despatched from the China Merchants Central Wharf on Tuesday, February 13 noon. For further information apply to Andersen, Meyer and Co., Ltd. Agents, 5 Yuen Ming Yuen Road Tel. No. 778.

HONGKONG and CANTON.—The Str. Kwangtah, Capt. C. Stewart, will leave on Wednesday morning. For Freight or Passage apply to C. M. S. N. Co.

AMOY and CANTON.—The Str. Hsinkong, Capt. J. Halkett, will leave on Wednesday morning. For Freight or Passage apply to C. M. S. N. Co.

AMOY, HONGKONG and CANTON.—The China Navigation Co.'s s.s. Shantung, Captain Meathrel will leave from the French Bund direct for the above ports on Thursday the 15th inst., at daylight. For Freight or Passage apply to Butterfield and Swire, Agents. Freigh Tel. No. 77, Passage Tel. No. 401.

SWATOW The China Navigation Co.'s Steamer Hoihow Captain Ritchie will leave on Friday, the 16th inst., at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents. Telephones No. 77.

### For Japan

NAGASAKI, KOBE and YOKOHAMA.—The s.s. Korea Maru, Capt. Ota, will leave on Friday, Feb. 16. The tender conveying passengers and mails will leave the Customs jetty at 10 a.m. For Freight or passage apply to American Trading Company.


# C. N. C.

## CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Luenyi, Ngankin, Poyang, Tatung, Tungting and *Wuchang.—Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtsze and Hunan Lake.
*The s.s. Wuchang is especially fitted to handle heavy lifts.
Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—S.S. Anhui, Chenan, Yingchow, Sinkiang, Shantung and Sunning.—Sailing from the French Bund and connecting at Hongkong with the Company's steamers for Hoihow, Pakhoi, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports.
Sailing from the French Bund every Tuesday, Thursday and Sunday.

For TIENTSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien, and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m.

The above steamers are installed with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.

For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, Foochow Road.

BUTTERFIELD & SWIRE,
Freight: Telephone No. 77. Agents, 21-23 French Bund.
Passage: Telephone No. 401.

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|---|---|---|
| S.S. "Venezuela" | Feb. 13 | Mar. 4 |
| S.S. "Ecuador" | Mar. 12 | Mar. 31 |
| S.S. "Colombia" | Apr. 6 | Apr. 25 |

These steamers have the most modern equipment, including overhead fans in all staterooms, which contain no upper berths. One and two-berth staterooms only.

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### For Foreign Ports

SAN FRANCISCO via NAGASAKI, KOBE, YOKOHAMA and HONOLULU.—The s.s. Korea Maru Capt. Ota, will leave on Friday, February 16. The tender conveying passengers and mails will leave the Customs jetty at 10 a.m. For Freight or passage apply to The American Trading Company.

### *Shipping Items*

The I.-C. s.s. Kutsang left Hongkong for Shanghai and Kobe on Thursday.

The C.N. s.s. Tatung left Hankow for Shanghai on Thursday.

The I.-C. s.s. Suiwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Shantung left Hongkong for Shanghai on Thursday.

The N.K.K. s.s. Fengyang Maru left Hankow for Shanghai on Friday.

The C.N. s.s. Wuchang left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangfoo left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangyu left Hankow for Shanghai yesterday.

The I.-C. s.s. Kutwo will leave Hankow for Shanghai today.

The N.K.K. s.s. Yohyang Maru will leave Hankow for Shanghai today.

The C.N. s.s. Yingchow will leave Hongkong for Shanghai today.

The C.M. s.s. Chiyuen left Hongkong for Shanghai on Friday.

The H.O. s.s. Changon will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Tachang Maru will leave Hankow for Shanghai tomorrow.

The I.-C. s.s. Tuckwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Luenyi will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Chenan will leave Hongkong for Shanghai on Feb. 13.

The Canadian Pacific Ocean Services, Ltd., R.M.S. Monteagle left Hongkong yesterday, at noon, and is due at Woosung on February 13, at 8 a.m. She will be despatched for Vancouver, B.C., via Moji, Kobe, Yokohama and Victoria, B.C., on the same day, and the tender Alexandra will leave the Municipal jetty at 4 p.m. to convey passengers and mails to Woosung. All baggge will be received on board the tender and must reach the jetty for examination at 3 p.m. on the day of sailing.

### *Launch Services*

TOMORROW

The launch conveying passengers to the N.K.K. s.s. Talee Maru will leave the Canton Road jetty at 11 p.m.

The tender conveying passengers and mails to the N.Y.K. s.s. Awa Maru will leave the Customs jetty at 11 a.m.


CANADIAN PACIFIC
OCEAN SERVICES LIMITED
TRANS PACIFIC LINES

QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver
In connection with the Canadian Pacific Railway

Shanghai to Vancouver 14 days Shanghai to Montreal 19 days
Shanghai to Chicago 18 days Shanghai to New York 19½ days

EMPRESS OF RUSSIA AND EMPRESS OF ASIA
Largest and most luxurious ships on the Pacific.
30,625 tons, quadruple screws, speed 21 knots.

| SAILINGS FROM SHANGHAI (subject to change) 1917 | | SAILINGS FROM SHANGHAI 1917 | |
|---|---|---|---|
| MONTEAGLE | 13 Feb. | EMPRESS OF RUSSIA | 12 May |
| EMPRESS OF ASIA | 17 Feb. | EMPRESS OF JAPAN | 26 May |
| EMPRESS OF RUSSIA | 17 Mar. | EMPRESS OF ASIA | 9 June |
| EMPRESS OF JAPAN | 31 Mar. | MONTEAGLE | 27 June |
| EMPRESS OF ASIA | 14 April | EMPRESS OF RUSSIA | 7 July |
| MONTEAGLE | 18 April | EMPRESS OF JAPAN | 21 July |

For further information, sailings, etc., please apply to
J. R. SHAW, General Agent, Passenger Dept.
L. E. N. RYAN, Agent.
Corner of Peking and Yuen Ming Yuen Roads,
Tel. 181 and 182 Shanghai.

# T.K.K.

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*Imperial Japanese and U.S. Mail Line.*
*To San Francisco from Shanghai by Semi-Tropical Route, via Nagasaki, Kobe, Yokohama and Honolulu*

PROPOSED SAILINGS FOR SAN FRANCISCO

| | | | |
|---|---|---|---|
| S.S. "KOREA MARU" | 18,000 Tons. | Feb. 16 | 1917 |
| " "SIBERIA MARU" | 18,000 " | Mar. 1 | " |
| " "TENYO MARU" | 22,000 " | " 9 | " |
| " "NIPPON MARU" | 11,000 " | " 23 | " |
| " "SHINYO MARU" | 22,000 " | April 5 | " |
| " "PERSIA MARU" | 9,000 " | " 19 | " |
| " "KOREA MARU" | 18,000 " | May 1 | " |
| " "SIBERIA MARU" | 18,000 " | " 15 | " |
| " "TENYO MARU" | 22,000 " | " 26 | " |
| " "NIPPON MARU" | 11,000 " | June 8 | " |
| " "SHINYO MARU" | 22,000 " | " 22 | " |

All the steamers of this Company are equipped with wireless, electric fans in all staterooms, electric light in all berths, swimming tanks and all conveniences.
THROUGH TICKETS and BILLS OF LADING issued to San Francisco to the principal cities of the United States and Canada by the Overland Railways, to Mexico, Central and South American ports, and through tickets to Europe by connecting New York and St. Lawrence lines. Particulars of the various routes to be had on application. All passage money payable in local currency at rate of exchange on day of purchase.
SPECIAL REDUCED RATES by the s.s. "Nippon Maru," and s.s. "Persia Maru" affording superior accommodation at reduced rates.
Round-trip tickets at reduced rates. Lay-over privileges allowed at all ports of call. Through rates include rail transportation between Nagasaki, Kobe and Yokohama, if desired.
For further information, rates of passage money and freight apply to
THE AMERICAN TRADING COMPANY, *Agents*,
Telephone No. 3229. 53 Szechuen Road.

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VIA NAGASAKI KOBE YOKOHAMA AND HONOLULU
FEB. 11, APRIL 14, JUNE 26.

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REDUCED RATES TO MISSIONARIES

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APRIL 1. JUNE 12.
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NO 6 KIUKIANG ROAD.
PHONE 4773 4TH FLOOR

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# N.Y.K.

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(Subject to alteration.)

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Regular Fortnightly Service calling at Yokohama, Kobe, Moji, Shanghai, Hongkong, Singapore, Malacca, Penang, Colombo, Durban, Cape Town, Teneriffe, London.

| | Tons. | | |
|---|---|---|---|
| ATSUTA MARU ..... | 16,000 | Capt. K. Itsuno, | Feb. 12 |
| HITACHI MARU ..... | 13,500 | Capt. S. Tominaga, | Feb. 25 |
| IYO MARU ..... | 13,500 | Capt. S. Takano, | Mar. 4 |

**CARGO SERVICE TO LONDON**

| | | | |
|---|---|---|---|
| TSURUGA MARU ..... | 15,000 | Capt. S. Shibata, | Feb. 17 |

**AMERICAN LINE.**

Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

| | | | |
|---|---|---|---|
| AWA MARU ..... | 12,500 | Capt. K. Hayashi, | Feb. 12, 1917 |
| YOKOHAMA MARU ... | 12,500 | Capt. T. Terada, | Feb. 19, 1917 |
| TAMBA MARU ..... | 12,500 | Capt. K. Akamatsu, | Mar. 11, 1917 |

**KOBE TO SEATTLE.** From Kobe.

| | | | |
|---|---|---|---|
| SADO MARU ..... | 12,500 | Capt. K. Shinohe, | Feb. 9, 1917 |

**SHANGHAI-YOKOHAMA LINE** (Via Nagasaki, Moji and Kobe.)

| | | | |
|---|---|---|---|
| CHIKUGO MARU ..... | 5,500 | Capt. Y. Yui, | Feb. 13 |
| YAWATA MARU ..... | 7,000 | Capt. K. Yasuhara, | Feb. 17 |
| HAKUAI MARU ..... | 5,000 | Capt. K. Takano, | Feb. 20 |
| YAMASHIRO MARU .. | 7,000 | Capt. K. Sudzuki, | Feb. 24 |
| OMI MARU ..... | 7,000 | Capt. M. Machida, | Feb. 27 |

**SHANGHAI, KOBE AND OSAKA LINE** (Via Moji.)

| | | | |
|---|---|---|---|
| CHIKUZEN MARU .... | 5,500 | Capt. K. Miyasawa, | Feb. 15, 1917 |
| KUMANO MARU ..... | 9,500 | Capt. S. Saito, | Feb. 22, 1917 |

**FOR JAPAN.**

| | | | |
|---|---|---|---|
| IYO MARU ..... | 12,500 | Capt. S. Takano, | Feb. 11, 1917 |
| AWA MARU ..... | 12,500 | Capt. K. Hayashi, | Feb. 12, 1917 |

**FOR HONGKONG.**

| | | | |
|---|---|---|---|
| TAMBA MARU ..... | 12,500 | Capt. K. Akamatsu, | Feb. 25, 1917 |

**AUSTRALIAN LINE.**

Regular Four-Weekly Service between Japan Ports and Australia (calling at Hongkong and Manila.)

| | | Leave Hongkong. | |
|---|---|---|---|
| AKI MARU ..... | 12,500 | Capt. K. Yoshikawa, | Feb. 13, 1917 |
| TANGO MARU ..... | 14,000 | Capt. K. Soyeda, | Mar. 20, „ |
| NIKKO MARU ..... | 10,000 | Capt. K. TaReda, | Apr. 17, „ |

**CALCUTTA LINE.**

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

**BOMBAY LINE.**

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostock, and also between the principal ports in Japan.

For freight, passage and further information, apply to

TOKUJI IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai. Tel. No. 2729.



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## CHINESE GOVERNMENT RAILWAYS
## TIENTSIN-PUKOW LINE
## TIME TABLE

(Published by order of the Administration)

0⁰⁰ = Midnight, 13³⁰ = 1³⁰ p.m.

Septem er 1st, 1916. and until further notice

| Mail 101 B. s. | Mail 3. B. s. | Luxe 1. B. S. | Miles | Peking-Mukden Line | Luxe 2. B. S. | Mail 4. B. | Mail 102 B. s. |
|---|---|---|---|---|---|---|---|
| 2035 | 835 | 300 | 0 | dep. Peking arr. | 2240 | 1950 | 1020 |
| 2345 | 1112 | 585 | . . | arr. Tientsin-Central dep. | 1955 | 1700 | 720 |
| 2350 | 1117 | 640 | 84 | dep. Tientsin-Central arr. | 1930 | 1658 | 710 |
| 000 | 1125 | 650 | . . | arr. Tientsin-East dep. | 1920 | 1645 | 700 |
| 1910 | 520 | 23 0 | 524 | arr. Mukden dep. | 200 | . . | 1040 |

| Local 5. | Mail 3. B. s. | | | Tientsin-Pukow Line | | Mail 4. B. s. | Local 6. |
|---|---|---|---|---|---|---|---|
| 715 | 1130 | — | 0 | dep. Tientsin-East arr. | — | 1705 | 1950 |
| 725 | 11 0 | — | 2.71 | arr. Tientsin Central dep. | — | 1655 | 1941 |
| 745 | 1200 | — | 78 | dep. Tientsin-Central arr. | — | 1631 | 1911 |
| 1133 | 1500 | — | 148 | dep. Tsangchow dep. | — | 1332 | 1508 |
| 1457 | 1746 | — | — | dep. Techow dep. | — | 1048 | 1158 |
| 1801 | 2021 | — | 220 | arr. Tsinanfu dep. | — | 806 | 845 |
| 7. | : | : | : | : | : | : | 8. |
| 810 | 2031 | — | — | dep. Tsinanfu arr. | — | 756 | 1812 |
| 1039 | 2231 | — | 266 | dep. Taianfu dep. | — | 601 | 1542 |
| 1300 | 038 | — | 318 | arr. Yenchowfu dep. | — | 349 | 1311 |
| 1315 | 048 | — | — | dep. Yenchowfu arr. | — | 339 | 1256 |
| 1556 | 316 | — | 377 | dep. Lincheng dep. | — | 120 | 1032 |
| 1816 | 450 | — | — | arr. Hsuchowfu dep. | — | 2336 | 810 |
| 9. | : | : | 420 | : | : | : | 0. |
| 680 | 457 | — | — | dep. Hsuchowfu arr. | — | 2329 | 2007 |
| 1156 | 833 | — | 523 | arr. Pengpu dep. | — | 1958 | 1442 |
| 1206 | 840 | — | — | dep. Pengpu arr. | — | 1946 | 1412 |
| 1657 | 1152 | — | 600 | dep. Chuchow dep. | — | 1648 | 928 |
| 1848 | 1300 | — | 631 | arr. Pukow dep. | — | 1530 | 728 |

| Express 16. B. S. | Express 10. B. | | | Shanghai-Nanking Line | | Express 1. B. | Express 15. B. S. |
|---|---|---|---|---|---|---|---|
| . . | 1430 | . . | 0 | dep. Nanking-Ferry arr. | . . | 1410 | . . |
| 2300 | 1420 | . . | . . | dep. Nanking arr. | . . | 1415 | 650 |
| 700 | 2120 | . . | 193 | arr. Shanghai-North dep. | . . | 755 | 2300 |

| Yenchowfu-Tsiningchow Branch Line | | | | Linchang-Tsochuang Branch Line | | | |
|---|---|---|---|---|---|---|---|
| 930 | 1350 | 2130 | d. Yenchowfu a. | 530 | 1110 | 1800 | d. Lincheng a. |
| 1022 | 1455 | 2232 | a. Tsiningchow d. | 638 | 1219 | 1909 | a. Tsochuang d. |

| 810 | 1410 | 2100 |
|---|---|---|
| 702 | 1302 | 1932 |

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

**Conventional Signs.**

300 | — train runs on Thursday only. 239 | — train runs on Fridays only.

| 300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest pos ible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, September, 1916.

## Then The Fun Began

## 'La Navarraise'

Three curtain calls at the close of the second act of "La Navarraise," given for the fourth time in the Lyceum Theater, last night, gave expression to the enthusiasm of the audience over the skilful acting of the entire cast of principals in this tuneful though tragic opera that Madame Thue has presented to Shanghai music lovers for the benefit of the French War Orphans' Fund. Mme. Thue's acting was superb and her singing of her difficult role roused her hearers to a high pitch at the end of the first act, when Conductor Alberti presented her with a floral basket.

When she gracefully insisted that M. Lemiere, stage manager and M. Alberti be included in the response to the curtain call, the applause was redoubled. M. Speelman's work as Araquil was excellent, especially in the more tragic scenes, when, wounded, he returns to accuse La Navarraise of causing his death.

Mr. Curry, as General Garrido, made much of his part, which included several solos sung in dramatic manner, while Remigio, father of Araquil, was presented in a most realistic manner by Mr. Blom. Messrs. Gasella and Gjersing, as officers of the troops, made the most of their limited vocal opportunities.

To turn from the tragic scenes of "La Navarraise" to the light and airy ballet, "Pierrot's Dream," was to cast off the grim realities of life and to live again for a moment in that fairyland of childhood with all its visions come true. Mr. L. de Luca, the composer and author, if a pantomime may be said to have an author, has contributed some mighty tuneful music, and a dainty spectacle that was warmly applauded.

Miss Brodie, as Pierette, especially in her scorn of the Light o' Love Pierrot was splendid, while Miss Valentine, as the Comet, divided the honors with Miss Newcomb as the Moon. The Stars, Columbines and Harlequins were good in the main, although some raggedness appeared now and then to mar the precision so necessary to ballet success. As for Polichinelle, him of the bottle, he deserved all the applause that greeted his duo with Pierrot.

## ANNUAL MEETING OF STUDENTS' FEDERATION

The annual meeting of the World's Chinese Students' Federation was held last evening at the Yih Ping Shung Hotel. Some 70 prominent members of the Federation were present including Mr. Sung Han-chang, Manager of the Bank of China, Mr. David Yui, Mr. K. S. Li, Mr. T. H. Lee and Mr. Chu Shao-ping.

The meeting was presided over by Mr. T. H. Lee who reviewed the progress of the Federation and praised those members who have worked for and supported it. Mr. Chu Shao-ping who won the prize in the Membership Campaign made a report on that campaign which was the most successful one in years. A lecture on how the citizens of the United States of America are educated, was delivered by Mr. David Yui.

## Passengers Arrived

Per N.Y.K. s.s. Chikugo Maru from Japan:—Mr. H. Jafee, Mrs. M. Miura and child, Mr. Emil Wastrom, Mr. S. Sang and Mr. N. Sea.

Per C.M. s.s. Irene from Hongkong:—Mr. H. Graham.

Per C.N. s.s. Tungchow from Weihaiwei:—Messrs. Allcock and Torrwall and Mrs. Brown.

## Siccawei Weather Report

9.—Moderate anticyclone with cloudy but fair weather and variable easy breezes in China. At Shanghai, the sky clears up in the evening.

10.—Fine cold weather during the night. Hoar frost. Breezes backing to W.N.W. Brometer falling but weather keeping very fine.

Saturday, February 10, 1917.

| WEATHER. | 4 a.m. | 9 a.m |
|---|---|---|
| Bar. at Centg., mm | 766.5 | 766.84 |
| „ „ Inches | 30.19 | 30.49 |
| Variation mm. for 24 h | 4.12 | ↑0.48 |
| Variation mm. for 12 h | ↑1.32 | ↑1.38 |
| Wind { Direction | ssw | s |
| Wind { Kilom per hour | 20 | 16 |
| Wind { Miles | 12.4 | 9.8 |
| Temperature { Cen | 2.5 | 9.°1 |
| Temperature { Fahr. | 27.5 | 5.63 |
| Humidity: co | 95 | 53 |
| Nebulosity 5-10 | 1 | 3 |
| Rainfall mm. | — | — |
| Sunshine | — | — |

## Passengers Departed

Per C.M. s.s. Taishun for Foochow:—Miss G. Stermbeck, Mrs. H. Neale and Mr. Ling.

## Vessels To Arrive

From London, etc.

| | Sailed | *Due |
|---|---|---|
| Cardiganshire | Dec. 15 | Feb. 14 |
| Glenamoy .. | Nov. 10 | Feb. 10 |
| Glengyle ..... | | Feb. 26 |
| Kitano Maru ..... | | Feb. 23 |

From Vancouver, etc.

| | |
|---|---|
| Empress of Japan ... | Feb. 27 |
| Monteagle ..... | Mar. 31 |

From New York

| | |
|---|---|
| Bolton Castle Nov. 30 | Mar. 4 |
| City of Corinth Nov. 4 | Feb. 15 |
| Lowther Castle .. 15 | Feb. 15 |
| Tokiwa Maru Nov. 18 | Feb. 20 |

From San Francisco, etc.

| | |
|---|---|
| Ecuador ..... | Mar. 12 |
| Shinyo Maru ..... | Mar. 17 |
| Tenyo Maru Jan. 26 | Feb. 19 |
| Venezuela ..... | Feb. 13 |

From Gothenburg

| | |
|---|---|
| Panama ..... | Feb. 28 |

From Tacoma

| | |
|---|---|
| Mexico Maru ..... | Mar. 12 |

From Seattle

| | |
|---|---|
| Shidzuoka Maru ..... | Mar. 14 |

## Vessels In Harbor And At Woosung

| Arrived | From | Ship's Name | Tons | Flag | Agents | Berth |
|---|---|---|---|---|---|---|
| Nov 14 | Hankow | Albenga | 2769 | Ger. | Carlowitz | YWGW |
| Feb 7 | Hongkong | Anhui | 1355 | Br. | B. & S. | UNCW |
| Feb 9 | | Aus ral | | Am. | | SHW |
| Aug 4 | Hongkong | Bohemia | 4282 | Aus. | Aus. Lloyd | B VII |
| Feb 9 | | Bayard | 1006 | Nor. | Robert | D, 16. |
| Aug 5 | Hongkong | China | 3868 | Aus. | Aus. Lloyd | B XIII |
| Feb 2 | Japan | City of Vienna | 4464 | Br. | M. B. Co. | PWE |
| Aug 8 | Hongkong | D. Rickmers | 2651 | Ger. | H. D. & Co | USA |
| Dec 27 | Nanking | Fortuna | 452 | Ger. | H. D. & Co | 10 p |
| Jan 12 | Hongkong | Glenturret | 4696 | Br. | Glen Line | YTPDW |
| Jan 6 | Foochow | Hsinming | 1428 | Chi. | C.M.S.N. Co | KLYB |
| Jan 20 | Foochow | Hsinchi | 1385 | Chi. | C.M.S.N.Co. | KLYB |
| Feb 9 | Dalny | Isshin maru | 841 | Jap. | S. M. R. | WSW |
| May 23 | Hankow | Kiuling | 2511 | Br. | B. & S. | Int, D |
| Jan 9 | Hongkong | Kwangtah | 1536 | Chi. | C.M.S.N. Co. | TKDD |
| Jan 18 | | Kwangchi | 814 | Chi. | C. M. S. N. Co. | YTPD |
| Feb 6 | Ningpo | Kiangteen | 2012 | Chi. | C.M.S.N Co. | Int. D. |
| Feb 9 | Hankow | Kiangkwan | 2085 | Chi. | C.M.S.N. Co. | ALYW |
| Nov 18 | Hankow | Lienhua | 366 | Br. | J. M. & Co | 8 p |
| July 16 | Hankow | Meidah | 1682 | Ger. | Melchers | NGLB 1 |
| July 30 | Hankow | Mellee | 1682 | Ger. | Melchers | NGLB 1 |
| Dec 15 | Hankow | Meifoo | 406 | Am. | S. Oil Co | SOCW |
| Jan 21 | Wenchow | Poochi | 631 | Chi. | C.M.S.N. Co. | WKDW |
| Feb 5 | Hankow | Poyang | 1892 | Br. | B. & S. | CNW |
| Feb 5 | Hankow | Siangyang maru | 2225 | Jap. | N.K.K. | NYKW |
| July 30 | Tsingtao | Sikiang | 1840 | Ger. | H. A. L. | 9 p |
| July 30 | Hongkong | Silesia | 3318 | Aus. | Aus. Lloyd | B IX |
| Dec 31 | Ichang | Szuhun | 491 | Chi. | S. S. N. Co. | KNA |
| Feb 9 | | S. V. Langkats | | | | |
| Feb 9 | | Szechuen | 1143 | Br. | B. & S. | WTW |
| Feb 9 | Japan | Shinon | 1104 | Br. | Furukawa | |
| Feb 9 | Chinwangtao | Sishan | 1363 | Br. | K. M. A. | KMAW |
| Jan 15 | Hankow | Tungwah | 746 | Chi. | C.M.S.N. Co. | KND |
| Feb 3 | | Telamon | 450 | Br. | B. & S. | YTPD |
| Feb 9 | Tsingtao | Tencho maru | 1278 | Jap. | S. M. R. | WSW |
| Feb 9 | Hankow | Tehhsing | 937 | Br. | Geddes & Co. | NSCW |
| Feb 5 | Hongkong | Yusang | 1223 | Br. | J. M. & Co. | SHW |


EXTRACT of MALT
with
COD LIVER OIL
Highly nutritious
Easily digested
Palatable
Price $1.00
per 1 lb. tin.
VOELKEL & SCHROEDER A.G.
37, Nanking Road,
SHANGHAI.


## SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.

Shanghai North To Nanking—Up (Main Line) Nanking To Shanghai North—Down

| STATIONS. | Express R | Local | Slow R | Coolie Goods | Fast R | Local | N S G Local | Night Express R.S. | N S G Local |
|---|---|---|---|---|---|---|---|---|---|
| SHANGHAI NORTH ..dep. | 7.55 | | 9.20 | 9.00 | 12.50 | 15.20 | 6.40 | 22.00 | 17.15 |
| Nansiang.. .. „ | | | 8.05 | 8.48 | 13.21 | 15.55 | 9.15 | — | 17.50 |
| Kunshan .. „ | | | 9.55 | 11.04 | 14.07 | 16.51 | | — | |
| SOOCHOW { arr. | 9.34 | | 10.52 | 12.06 | 14.50 | 17.53 | | 1.01 | |
| SOOCHOW { dep. | 9.41 | | 11.02 | 12.13 | 14.57 | 18.13 | | 1.08 | |
| WUSIH .. { arr. | 10.24 | | 12.11 | 13.31 | 15.45 | 19.33 | | 2.03 | |
| WUSIH .. { dep. | 1.31 | | 12.21 | 13.43 | 15.52 | 19.41 | | 2.10 | |
| CHANGCHOW { arr. | 11.13 | | 13.20 | 14.51 | 16.38 | 20.45 | | 3.00 | |
| CHANGCHOW { dep. | 11.22 | 6.20 | 13.42 | 15.01 | 16.47 | | | 3.10 | |
| TANYANG .. { arr. | 12.07 | 8.00 | 14.57 | 16.10 | 17.41 | | | — | |
| TANYANG .. { dep. | 12.09 | 8.03 | 14.59 | 16.14 | 17.43 | | | — | |
| CHINKIANG { arr. | 12.48 | 8.53 | 15.49 | 17.08 | 18.22 | | | 4.56 | |
| CHINKIANG { dep. | 12.52 | 8.59 | 15.57 | 17.18 | 18.32 | | | 5.06 | |
| Nanking Ferry .. arr. | *14.10 | .. | .. | .. | .. | .. | .. | .. | |
| NANKING .. .. | 14.15 | 10.55 | 17.50 | 19.25 | 20.05 | | | 6.50 | .. |

| STATIONS. | Local | Slow R | Coolie Goods | Fast R | Express R | Local | N S G Local | Night Express R.S. | N S G Local |
|---|---|---|---|---|---|---|---|---|---|
| NANKING .. ..dep. | | 7.00 | 7.30 | 11.15 | 14.20 | 15.55 | | 23.00 | |
| Nanking Ferry ..dep. | | — | — | — | *14.20 | — | | — | |
| CHINKIANG.. { arr. | | 8.57 | 9.42 | 12.50 | 15.51 | 18.05 | | 0.46 | |
| CHINKIANG.. { dep. | | 9.05 | 9.52 | 12.59 | 16.01 | 18.25 | | 1.00 | |
| TANYANG .. { arr. | | 9.55 | 10.43 | 13.38 | 16.36 | 19.16 | | — | |
| TANYANG .. { dep. | | 9.57 | 10.53 | 13.40 | 16.38 | 19.19 | | — | |
| CHANGCHOW { arr. | | 11.04 | 12.11 | 14.42 | 17.26 | 20.30 | | 2.53 | |
| CHANGCHOW { dep. | 6.20 | 11.14 | 12.23 | 14.52 | 17.36 | | | 3.06 | |
| WUSIH .. { arr. | 7.24 | 12.14 | 13.36 | 15.43 | 18.24 | | | 4.01 | |
| WUSIH .. { dep. | 7.31 | 12.22 | 13.46 | 15.53 | 18.31 | | | 4.11 | |
| SOOCHOW .. { arr. | 8.46 | 13.35 | 14.55 | 16.47 | 19.21 | | | 5.04 | |
| SOOCHOW .. { dep. | 8.46 | 13.50 | 15.08 | 16.55 | 19.28 | | | 5.12 | |
| Kunshan .. .. „ | 9.54 | 14.57 | 16.14 | 17.41 | — | | | — | |
| Nansiang.. .. „ | 10.03 | 15.57 | 17.19 | 18.26 | — | | 9.40 | 6.33 | 12.05 |
| SHANGHAI NORTH .. arr. | 11.25 | 16.30 | 17.55 | 18.55 | 21.30 | | 10.15 | 7.00 | 12.35 |

### Up Tientsin-Pukow Line Connections Down

| | | Daily Mail | | | Daily Mail |
|---|---|---|---|---|---|
| S.H.R. | SHANGHAI NORTH ..... dep. | R. 7.55 | P.K.R. | PEKING ..... dep. | 8.35 |
| S.H.R. | NANKING FERRY ..... arr. | 14.10 | P.K.R. | TIENTSIN CENTRAL ..... arr. | 11.10 |
| T.P.R. | PUKOW ..... dep. | S. 15.30 | T.P.R. | TIENTSIN CENTRAL ..... dep. | S. 12.00 |
| T.P.R. | TSINANFU ..... arr. dep. | 7.56 8.06 | T.P.R. | TSINANFU ..... arr. dep. | 20.21 20.31 |
| T.P.R. | TIENTSIN CENTRAL ..... arr. | 16.13 | T.P.R. | PUKOW ..... arr. | 13.00 |
| P.K.R. | TIENTSIN CENTRAL ..... dep. | 17.00 | S.H.R. | NANKING FERRY ..... dep. | R. 14.20 |
| P.K.R. | PEKING ..... arr. | 19.50 | S.H.R. | SHANGHAI NORTH ..... arr. | 21.20 |

R. Restaurant Cars S. Sleeping Cars

*Connects at Tientsin with the Peking-Mukden and through Siberian Service.

### Woosung Forts to Shanghai North—Up (Branch Line) Shanghai North to Woosung Forts—Down

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WOOSUNG FORTS .....dep. | 6.55 | 8.15 | 10.45 | 13.10 | 14.40 | 16.20 | 18.10 | 20.45 | SHANGHAI NORTH ....dep. | 6.15 | 7.35 | 10.05 | 12.15 | 14.00 | 15.50 | 17.25 | 20 00 |
| KIANGWAN ..... | 7.22 | 8.42 | 11.12 | 13.37 | 15.07 | 16.47 | 18.37 | 21.12 | KIANGWAN ..... | 6 26 | 7.46 | 10.16 | 12.26 | 14.11 | 15.41 | 17.36 | 20.11 |
| SHANGHAI NORTH ..... arr. | 7.39 | 8.50 | 11.20 | 13.45 | 15.15 | 16.55 | 18.45 | 21.20 | WOOSUNG FORTS .....arr. | 6.50 | 8.10 | 10 40 | 12.50 | 14 35 | 16.05 | 18.00 | 20.35 |

## SHANGHAI-HANGCHOW-NINGPO RAILWAY

ABRIDGED TIME TABLE IN FORCE FROM THE 12th DECEMBER 1916

## MAIN LINE.

SHANGHAI NORTH TO ZAH KOU—"DOWN" ZAH KOU TO SHANGHAI NORTH—"UP"

| STATIONS | 102 Local | 104 Fast | 106 Slow | 108 Coolie & Goods | D Local | E Local | 110 Express | 112 Local | B Local | I Local |
|---|---|---|---|---|---|---|---|---|---|---|
| Shanghai North ..... dep. | | 7.35 | 8.55 | 10.05 | | | 14.00 | | | |
| Jessfield ..... dep. | | 8.00 | 9.20 | 10.30 | | | 14.25 | | | |
| Siccawei ..... dep. | | 8.11 | 9.31 | 10.41 | | | 14 36 | | | |
| Lunghwa Junction .... dep. | | 8.28 | 9.48 | 11.00 | | | 14.52 | | | |
| | | A. 104 | B. 106 | C. 108 | D | E | F. 110 | G. 112 | B | I |
| Shanghai South....dep. | | 8.00 | 9.20 | 10.30 | 11.20 | 13.35 | 14.30 | 16.10 | 16.45 | 18.00 |
| Lunghwa Junction..dep. | | 8.28 | 9.48 | 11.00 | 11.38 | 13.53 | 14.52 | 16.29 | 17.03 | 18.18 |
| Songkiang ..... { arr. | | | 9.09 | 10.47 | 12.00 | | | 15.26 | 17.37 | |
| Songkiang ..... { dep. | | | 9.13 | 10.55 | 12.10 | | | 15 28 | 17.47 | |
| Kashai ..... dep. | | | 10.03 | 11 58 | 13.33 | | | 16.15 | 18.57 | |
| Kashing ..... { arr. | | | 10 25 | 12 26 | 14.06 | | | 16 36 | 19.30 | |
| Kashing ..... { dep. | | 7.20 | 10.35 | 12.36 | 14.16 | | | 16 46 | | |
| Yeh Zah ..... dep. | | 8.08 | 11 14 | 13 20 | 15.15 | | | 17.21 | | |
| Chang An ..... dep. | | 9.00 | 11.49 | 14.04 | 16.10 | | | 17 55 | | |
| Hangchow ..... { arr. | | 10.26 | 12 43 | 15.16 | 17.37 | | | 18.42 | | |
| Hangchow ..... { dep. | | 10.38 | 12 53 | 15.26 | 17.47 | | | 18.54 | | |
| Zah Kou ..... arr. | | 11.00 | 13.09 | 15.45 | 18.15 | | | 19.10 | | |

| STATIONS | O Local | P Local | 101 Local | R Local | 103 Fast | 105 Slow | U Local | 107 Coolie and Goods | 109 Express | 111 Local |
|---|---|---|---|---|---|---|---|---|---|---|
| Zah Kou ..... dep. | | | | | 6 45 | 8.10 | | 8 55 | 14 15 | 16.00 |
| Hangchow ..... { arr. | | | | | 7..5 | 8.40 | | 9 33 | 14 40 | 16.35 |
| Hangchow ..... { dep. | | | | | 7.05 | 8 30 | | 9 23 | 14.30 | 16.24 |
| Chang An ..... dep. | | | | | 8.15 | 9 56 | | 11.08 | 15 26 | 17.17 |
| Yeh Zih ..... dep. | | | | | 8 52 | 10.40 | | 12 3? | 15.57 | 18.00 |
| Kashing ..... { arr. | | | | | 9 30 | 11.22 | | 13 36 | 16.28 | 19.00 |
| Kashing ..... { dep. | | | 7.25 | | 9 40 | 11.30 | | 14.07 | 16 38 | |
| Kashai ..... dep. | | | 8.0? | | 10.05 | 12.00 | | 14 47 | 17.01 | |
| Songkiang ..... { arr. | | | 9.08 | | 10 54 | 12 59 | | 16.03 | 17.46 | |
| Songkiang ..... { dep. | | | 9.18 | | 10.57 | 13 03 | | 16.13 | 17.49 | |
| | O | P | Q. 101 | R | S. 103 | T. 105 | U | V. 107 | W. 109 | |
| Lunghwa Junction..dep. | 8.35 | 9.55 | 10.37 | 10.55 | 11.48 | 14.05 | 14.55 | 17.22 | 18.33 | |
| Shanghai South....arr. | 8.53 | 10.13 | 10.55 | 11.13 | 12.05 | 14.23 | 15.13 | 17.40 | 18.50 | |
| Laugh a Junction.... dep. | | | | | 11.44 | 14.03 | | 17.19 | 18.29 | |
| Siccawei ..... dep. | | | | | 11 56 | 14.15 | | 17 31 | 18 41 | |
| Jessfield ..... dep. | | | | | 12.07 | 14 27 | | 17.42 | 18.52 | |
| Shanghai North .... arr. | | | | | 12.30 | 14 50 | | 18.05 | 19.15 | |

## KIANGSU BRANCH LINE

KON ZEN CHIAO TO ZAH KOU ZAH KOU TO KON ZEN CHIAO

| STATIONS | 122 | 124 | 126 | 128 | 130 | 132 |
|---|---|---|---|---|---|---|
| Kon Zen Chiao.. dep. | 7.05 | 8.30 | 11.05 | 14.05 | 16.05 | 18.15 |
| Ken Shang Mun. { arr. | 7.18 | 8.43 | 11.18 | 14.18 | 16.18 | 18.28 |
| Ken Shang Mun. { dep. | 7.25 | 8.50 | 11.20 | 14.21 | 16.20 | 18.29 |
| Hangchow..... { arr. | 7.35 | 9.00 | 11.30 | 14.31 | 16.30 | 18.37 |
| Hangchow..... { dep. | | 9.05 | 11.35 | | 16.37 | |
| Zah Kou..... arr. | | 9.25 | 11.55 | | 17.00 | |

| STATIONS | 121 | 123 | 125 | 127 | 129 | 131 |
|---|---|---|---|---|---|---|
| Zah Kou..... dep | | 9.40 | 12.20 | | 17.15 | |
| Hangchow..... { arr. | | 10.00 | 12.40 | | 17.35 | |
| Hangchow..... { dep | 7.45 | 10.05 | 12 50 | 14.55 | 17.40 | 18 50 |
| Ken Shang Mun. { arr. | 7.55 | 10.15 | 13.00 | 15.05 | 17.50 | 19.00 |
| Ken Shang Mun. { dep | 8.00 | 10.23 | 13.05 | 15.10 | 17.52 | 19.02 |
| Kon Zen Chiao.. arr. | 8 13 | 10.35 | 13.18 | 15.23 | 18.05 | 19.15 |

# Auctions

AFTERNOON AUCTION

## W. FUNDER & CO.

Have been favored with instructions from THE CONCERNED To sell within their Salesrooms

**Nos. 111-113 Szechuen Road**

on

**Tomorrow, the 12th instant,**

at 3.30 p.m.

**A Very Fine Collection of Old Chinese Porcelains and Bronzes.**

WE GUARANTEE

**That Every Piece Is Old** and dates from the period stated in the catalogue; and that we will refund buyers the price they have paid for any piece they have bought, should it date from a later period, provided they return us such pieces within **4 days** after the auction.

NOW ON VIEW.

12712

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**The Steamship**

**"KOTSU-MARU."**

Cargoes per the above steamer from America were trans-shipped at Kobe, Japan, to the Nippon Yusen Kaisha's S.S. "YEIKO MARU," and are due here on Monday, the 12th February. Consignees are requested to send in their Bills of Lading, duly endorsed, to this office, for exchange of Nippon Yusen Kaisha's Local Bills of Lading, in order to take delivery of their goods through the Nippon Yusen Kaisha.

MASUDA & CO.
Agents.

12700

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**HONGKONG & SHANGHAI BANKING CORPORATION.**

SHANGHAI BRANCH.

Notice is hereby given that the Register of Shares of the Corporation, at this Branch, will be closed from the 12th to the 24th February, both days inclusive, during which period no transfer of shares can be effected.

By order of the Court of Directors,
A. STEPHEN,
Manager.

Shanghai, 18th January, 1917.

12439

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## Fresh Butter.

**"Daisy" Brand**

The finest quality procurable. Always fresh, always pure and always gives satisfaction.

**"Meadow" Brand**

Second only to "Daisy." An excellent Butter for table or cooking.

**TO BE OBTAINED OF ALL STOREKEEPERS.**

**FINEST CANADIAN CHEDDAR CHEESE**

in 8 lb. rounds.

**HUTTON'S CELEBRATED AUSTRALIAN "PINEAPPLE" BRAND BACON.**

Imported by

**GEDDES & CO., LTD.**

Tel. 346. 5 Peking Road.

---

## BILL SMITH

*Bill Smith was woozy; he'd been up all night—*

*His hair was dishevelled, his eyes were a sight.*

*And Bill has since vowed that henceforth, whenever*

*He drinks, 'twill be Crawford's, for ever and ever.*

CRAWFORD'S "SPECIAL RESERVE" HAS NO EVIL AFTER-EFFECTS"

**Ask Bill**

**Garner, Quelch & Co.**

Wine Merchants

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## LOST

A BILL of Lading No. 21, marked The Eastern Syndicate Shanghai China No. 1/3 for 3 boxes Face Cream, shipped from Tacoma to Shanghai by s.s. Yokohama Maru, has been lost at the Custom House.

The public are warned against negotiating same, as it has been declared null and void at Nippon Yusen Kaisha.

The Eastern Syndicate.
73 Range Road.

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## NOTICE

WE have this day severed our connections with Mr. H. Dalldorff.

Wm. KATZ & CO.

Shanghai, 12th February, 1917.

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## DEATH

GENOVESE. At the General Hospital, on February 10th, Mr. G. Genovese, aged 51. The funeral will take place at St. Joseph's Church at 2 p.m. today, the 11th inst., and at the Bubbling Well Cemetery at 3 p.m. Military funeral. All friends invited.

12713

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## LYCEUM THEATRE

**A. D. C.**

175th Production

**"PASSERS BY"**

in aid of the

**Sailors' War Orphans' Fund**

Thursday, 15th February
Saturday, 17th ,,
at 9 p.m.

Booking at Moutrie & Co.

12573

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**IN THE UNITED STATES CONSULAR COURT AT SHANGHAI, CHINA.**

RE ESTATE OF HENRY AUGUST JAEGER, DECEASED } ADMINISTRATION

**NOTICE**

The undersigned having been duly appointed to act as the administrator of the above entitled estate, notice is hereby given to all persons having claims against the said estate to present the same with proper vouchers to the said administrator within six months from the date of this notice; and that all persons indebted to the said estate are requested to forthwith make payment to the said administrator.

Dated, January 17, 1917,

M. L. HEEN,
Administrator.
1 Soochow Road.
Shanghai, China.

12422

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**Business and Official Notices are Continued on Page 13**

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ZUNG LEE & SONS, (W. Z. Zee & Sons, Est. 1895), BROADWAY, SHANGHAI

## HARDWARE AND METALS

Contractors to Governments, Municipalities, Railways, Tramways etc.

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**KNAPP & BAXTER, INC.**

IMPORTERS OF

**AMERICAN PRODUCTS**

6 Kiukiang Road, Shanghai, China

Phone: No. 1860 Chinese Dept. No. 1625

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**READY-MADE OVERCOATS**

BUSINESS AND EVENING CLOTHES

**Early Spring Styles in Sack Suits**

THOM SHING

G19 Tiendong Road, Hongkew

---

When you think of Buying your Produce cheaply:

When you want to buy it at its source——

Think of WIDLER & COMPANY,
Chungking, West China.

---

ASK FOR

**Claymore**

RARE OLD

**Scotch Whisky**

As supplied to the House of Lords.

**GREENLEES BROTHERS,**

*Scotch Whisky Distillers,*

**LONDON, GLASGOW AND ARGYLESHIRE.**

**Sole Agents: FREDERICK EZRA & CO.,**

**2a Kiukiang Road**

---

**Cheap Sale for one week only**

KING SON & CO.

**Astor House Hotel**

( 1st floor )

We have been established for many years in our business of selling Curios, Embroideries, Chinaware, Bamboo goods, Books, Magazines, Brassware, Engravings, Satins and Furs. We have now made from various provincial exhibitions a special and large selection of the highest quality goods suitable for furnishing and decorating libraries, bedrooms, &c.

The sale will open at the Astor House Hotel on February 15, and all goods will be offered at specially reduced rates for one week only.

Ladies and gentlemen are cordially invited to inspect our collection.

12707

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**KIANGWAN RACE COURSE.**

**Sat. and Sun. February 17th and 18th at 3 p.m.**

**Admission (including round trip railroad fare), 40 cents, $1.00, 2.00 and 3.00. Children under 12 years Half Price.**

MISS KATHERINE

**STINSON**

**America's Famous 19 Year-Old Aviatrice**

**LOOPING THE LOOP—Flying (upside down) Blowing up Fort from Sky, 3,000 Feet Death Drop, and other Amazing Aerial Feats.**

Special trains on the Shanghai-Nanking Railway, beginning 12 o'clock, direct to the grounds.

ADVANCE 1st class tickets on sale at Moutrie's, and on Exhibition dates at S. N. Railway and Kiangwan Race Course.

**RAIN, SHINE OR CYCLONE.**

12697

---

**Do you Wear Cashmere Socks? But do your Cashmere Socks Wear?**

They do if they are the new

**Interwoven Wear-proofed toe, heel, sole and ankle.**

New Stocks of Fine Cashmere and Pure Silk Socks just landed ex. s.s. "CITY OF VIENNA" in sizes 9 to 12

**H. G. HILL & Co.**

129 North Soochow Road

(2 doors from General Hospital)

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# Business and Official Notices

# Classified Advertisements

**2 cents. a Word** Minimum Charge 40 cents

**All Advertisements must be Prepaid**

**Replies must be called for**

## SITUATIONS WANTED

EXPERIENCED SALESMAN and buyer (Neutral), with considerable executive ability, desires change. Knowledge of principal imports and exports. Speaks Chinese (local dialect). Competent to take full charge of branch or department. Please apply to Box 71, THE CHINA PRESS.

12711-F-17.

A CHINESE desires to be a clerk and broker for a fire insurance company. Apply to Box 70, THE CHINA PRESS.

12710 F 14

CHINESE young man, 20 years, wishes position as translator, offering opportunity for promotion, immediate salary no object. Apply to Box 69, THE CHINA PRESS.

12708 F 14

WANTED. Employed young man wants extra work as typist, or general clerk, after 5 p.m. Ready worker, terms moderate. Apply to Box 74, THE CHINA PRESS.

12717 F 14

A STEADY youth, at present employed by a well-known mercantile firm, is eager to get some extra work from 5.30 p.m. to 6.15 p.m. daily, Sundays included. Terms moderate. Apply to Box 63, THE CHINA PRESS.

12694 F 13

EX-CHINESE official, aged 42, seeks engagement as secretary in foreign hong, to arrange their Chinese documents, etc. Knowledge of all the Mandarin letters, documents, and petitions etc., also knowledge of English. Also able to collect rents for house-owners. Apply to Box 62, THE CHINA PRESS.

12693 F 11

WANTED, position by lady stenographer and typist, having acted as private secretary. Many years' practical experience. Quick, accurate and thorough knowledge of office work. Highest references. Address to Box 54, THE CHINA PRESS.

12678 F 15

POSITION WANTED by a lady's maid. Apply to Box 49, THE CHINA PRESS.

12673 F 11

A YOUNG man, knowing horses and riding, seeks employment in that direction. Apply to Box 60, THE CHINA PRESS.

12686 F 13

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# Like a Modern Cinderella

"In the wings night after night stood 'the little Muzio,' watching the Actions of Her Beloved Divas."

## While Father Muzio Bossed the Scene Shifters, His Little Daughter Watched the Grand Opera Queens, Hummed Their Music, Adored Their Clothes, Copied Their Methods and Finally Became a Grand Opera Queen Herself

"The Little Muzio," Now Simply "Muzio" Among the Chosen Few Who Are Raised to Operatic Thrones on the Metropolitan Opera Stage.

THIS modern Cinderella's Prince Charming is a handsome, middle-aged gentleman with whiskers. His real name is Gatti-Casazza. His palace is the Metropolitan Opera House, New York City. The times having changed, he exercises also the functions of a Fairy Godmother. Hearth-sweeping, smutty-nosed Cinderellas all over the world of secret opera hopes and longings mention his name in their nightly prayers. With tears and prayers they wait for the waving of that magic wand and the sound of the wheels of the pumpkin chariot that shall whirl them off to Prince Charming's Metropolitan Opera House Palace and deposit them in the spotlight right down at the prompter's box.

Well, it has happened. Big Metropolitan audiences, the opera connoisseurs and the critical gentlemen writing for the press have seen and heard and are at the feet of Cinderella Claudia Muzio. She is no longer Cinderella. Her hearth-sweeping days are over. She is a Princess—a grand opera prima donna, which is the same thing. So far she has proved it as the heroine of "Manon" and of "Tosca"—which is proof sufficient.

All this happened only a week or two ago—and on the same stage where she so recently did her hearth-sweeping. For this new Princess of the Metropolitan Opera is the same dark-eyed, olive-complexioned little girl who enjoyed the freedom of the region back of the Metropolitan scenes because Mamma Muzio sang in the chorus and Papa Muzio bossed the scene-shifters.

Night after night, season after season, she was there, peeping at the thrilling scenes from the shelter of the wings or scurrying out of the way of triumphant prima donnas making their exits and hurrying to their dressing rooms to make up for the next act. She didn't have to scurry, for they all knew and liked and befriended her—Eames, Melba, Nordica, Sembrich, all of the great ones. But they were the Princesses of the opera, and she only a Cinderella.

"The other night, when I was Tosca, I almost expected to run into that little girl as I made my exits. Was I really Tosca? Maybe it was all a dream, and I would suddenly wake up to find myself getting in people's way back of the scenes."

The new prima donna was sitting in the darkened auditorium listening to Frieda Hempel in a rehearsal of "Marta." She was entirely amiable—not in the least prima donna-ish, didn't in the least mind discussing her own Cinderella phase.

"No," she went on amiably answering questions, "in those days I had no idea I should ever sing in opera. But I got to know all the Italian repertory almost by heart—the characters, the drama, the costuming, the scenes. I knew the music, too, but I never tried to sing any of the arias because my father thought that perhaps some day I might develop a voice and that singing without the proper training would be injurious.

"It was the acting that fascinated me. I was always imitating it. When I was by myself I would beat time to the music that was in my head and act the scenes of the principal soprano—the heroine, of course. I had no expectation of ever singing such parts, but all the same, for my own pleasure, I used to act them all, until there was not a step nor a gesture lacking or out of place.

"So I have never had to take a lesson in acting. You might say that I absorbed it all as a privileged little girl watching the great stars from the wings. I knew them all. They took notice, and were kind to me. There was no reason for them to think that I should ever sing, but they knew I could act, for occasionally they caught me at it as they passed back of the scenes.

"Sometimes I watched them from the back of the auditorium, where I thought I would get a better idea of their work from the standpoint of the audience. But, strange as you may think it, it was not the singing so much as the acting that captivated me from this viewpoint, as well as when I watched from the wings.

"When I went home I stood before a mirror and imitated them for hours. I loved to imitate the great emotional and tragic scenes of Eames, Nordica, Melba and the other great lyric and dramatic sopranos. I felt that such scenes were more in accord with my acting abilities than the traditional walk and gestures and by play of Sembrich and other great coloratura sopranos in the more artificial dramas of the lighter works of the old Italian composers and Mozart.

"You see, I was unconsciously suiting my study of acting to my wholly unanticipated future as a dramatic soprano. It got into my blood early. So when my voice was developed I was ready to go on the opera stage. If my voice had not existed, or been discovered, I am sure I would have become an actress.

"Fossetta, one of the artists at Hammerstein's, was the first to mention such a thing as an opera career for me. This was when my father was stage manager at the Manhattan Opera House, and 'the little Muzio'—myself—had the same privileges there as at the Metropolitan. Fossetta noticed me because he saw Mr. Hammerstein sometimes giving up to me his famous arm chair just off the stage in the first entrance. Mr. Hammerstein was so nice that I used to call him 'Nonno'—grandfather.

"So one Christmas Fossetta gave me a big Teddy Bear with a message asking me to keep it as a remembrance of his prediction that I would become an opera prima donna. I kept it, anyway. And now my Teddy Bear wears a handsome ribbon on his neck."

To the new prima donna this was "small talk." Who would care to read it in a newspaper? But to all the old attaches of the Metropolitan the story is a fascinating one. From the administration of Maurice Grau, twenty years ago, and through that of Conried down to the first year or so of the reign of Gatti-Casazza, "the little Muzio" is a clear mental picture to the great artists of those periods and to members of the business staff.

### Opera-Cradled on the Metropolitan Stage.

Father Muzio is largely responsible for this. Because through nearly every season since the present Metropolitan Opera House structure was built, Muzio has been the stage manager there, or assistant stage manager, his little daughter, as a matter of course was allowed the freedom of the house both "front" and "back." Her mother's position in the chorus served to add to the little girl's privileges. Her own attractive personality did the rest.

Now all the old attaches remember that she was a born actress. Her own modest statement given above conveys only a vague idea of their remembrances of her constant, often unconscious, imitations in the wings of the physical expression of world-famous sopranos as they interpreted the roles for which they were most celebrated.

From the age of six years all her waking hours were lived in the home atmosphere of opera. The stage of the Metropolitan was her opera cradle.

Her dark little head received friendly passing pats from all the famous tenors and baritones and basses of that period—for not merely the great sopranos took admiring notice of her. She was especially captivated by big Edward de Reszke—though when the Russian giant commanded the whole stage as Mephistopheles in "Faust," she was sometimes a bit frightened. His jovial "piff, paff, pouff!" in "The Huguenots" made her laugh. The elegant Scotti and the whimsical Pini Corsi, greatest of buffo bassos, was her firm friend.

Really, she was born into opera, for her father, as a youth, had sung in the chorus of La Scala, and at that headquarters of grand opera in Europe had graduated into stage management. Quite likely he began in this line as an humble scene-shifter. Muzio himself would be the last to deny it—his associates for thirty years understand his passion for accuracy in detail of stage settings according to the sacred traditions which enter into the revival of every old opera.

Muzio carried his books and scene plots home with him, and it pleased him to see little Claudia poring over them. Before she was a dozen years old she knew all the details by heart as well as he did of "setting" every old Italian opera in the Metropolitan repertory. This knowledge—from sheer enthusiasm—she added to her "letter perfect" understanding of the principal parts. Muzio would not let her sing, for the reason mentioned above. But he realized that she knew the operas musically as well as otherwise. That meant that she was an instinctive musician. So he had her trained at the piano and the harp. The latter instrument is much used in grand opera orchestras. The girl made a specialty of it.

She studied with one of the harpists of the Metropolitan Orchestra. When she had passed through the technical study period, her daily practice included the harp scores of all the Italian operas, the vocal parts of which she already knew by heart. Thus she became almost as familiar with the orchestration of those operas as was any one of Herr Conried's wielders of the baton.

### And, Suddenly, Her Voice Was Discovered.

Each Spring, at the close of the Metropolitan Opera season, Muzio sailed for England as stage manager for the Covent Garden opera season in London. His daughter always went with him, pursuing her studies there. The year before the European war started her piano teacher discovered that she had a voice. She went to a vocal teacher.

The vocal teacher was astonished to find that her voice was already properly "placed." She produced her tones with all the sureness and purity that characterized the tones of the prima donnas that had rung in her young ears night after night while she watched and imitated their acting in the wings and at the back of the Metropolitan stage. A few months and, so far as "the little Muzio" was concerned, this vocal teacher's occupation was gone.

Which was a confession that meant something, for this teacher was none other than Casaloni, herself formerly a celebrated Italian opera soprano.

Interpretation! She knew that already—had absorbed it from the best models. She was "letter perfect" in the lyric and dramatic soprano roles of Italian opera. She could go right on and sing them.

She did. London heard and welcomed her the very next year. Father Muzio thought she should sing in Italy for a while. So to Italy she went. Father Muzio's apprehensions—if any—were promptly dissipated. The Italians "rose to her."

Along came Gatti-Casazza on his Summer vacation and annual hunt for opera stars. This was last Summer. He heard "the little Muzio" and promptly signed a contract with her for the Metropolitan season of 1917-1918 in principal lyric and dramatic soprano roles.

Then befel a chapter of accidents. Bori was not recovering from the throat trouble which seized her at the close of last season. On "Mr. Gatti's" return from Italy in the Fall, Bori told him she would not be able to fill the coming season's engagement. The Metropolitan's director immediately cabled to Muzio. Fortunately she could get out of her present Italian engagement.

So here is "the little Muzio," a full year ahead of her Fairy Godmother's programme, queening it as a prima donna on the same stage where only a little while ago she was a mere operatic Cinderella.

Signorina Claudia Muzio, as Tosca—at Last the Great Prima Donna and Equal to the Greatest of the Old Idols Who, as a Child, She Watched from the Wings.

# Late Winter Hats

## *Newest Styles in Bonnets For Street and Dress Wear Described by Lady Duff-Gordon*

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

A Chic Tartar Turban of Persian Lamb, Worn with Street Costume of Broadcloth, with Persian Lamb Collar and Cuffs.

A Dainty, Striking Afternoon Dress Hat Trimmed with Lace, Fur and Harmonizing Ornaments

By Lady Duff-Gordon
("LUCILE")

THE hats herewith shown represent the newest creations in harmonious designs for late Winter wear. The trend of the modes in hats is still toward the small sizes, despite the fact that many women believe large, wide-brimmed hats increase the youthful appearance of the face.

Fur still retains its prominence in the trimming of the smart hats, imparting at one and the same time an appearance of warth and comfort and piquancy.

The felt hat with the upturned brim in front is trimmed with peacock feathers. Its effect is undeniably chic.

With the broadcloth afternoon gown, with Persian lamb collar and cuffs, shown at the left of this page, is worn the Tartar turban of Persian lamb, with its drooping tassel.

The velvet turban of the same material as the coat has a fur band of the same fur as the collar or neckpiece as the case may be.

Fur is even used in conjunction with oak leaves and lace on the wide-brimmed hat for afternoon dress wear. Veiling extends down under the brim, giving a shaded effect to the upper part of the face. The ornaments attached to the brim harmonize with the color scheme of the gown and hat.


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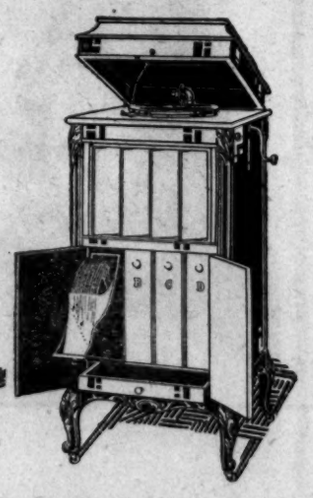

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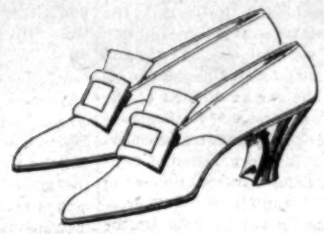

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# AUTOMOBILE NEWS

SHANGHAI, SUNDAY, FEBRUARY 11, 1917


## CAR SERVICE RECORDS ARE REVOLUTIONISED BY THIS NEW DEVICE

### Wonderful Recording Instrument Registers Tire Mileage, Gas and Oil Consumption

New York, January 8.—A new recording device indicating not only car speed, trip mileage and season mileage, but also giving mileage obtained from each tire used on the car, the total gasoline consumption and oil consumption, and flashing warning indications of necessary attention to the car at the end of the first 1,000 and first 2,000 miles running, is the development announced by the Hamilton Corporation of Lancaster, Pa., to be marketed under the trade name Hamilton Multometer.

The claims made for this Multometer are startling in nature, and conclusive service tests conducted both by the Hamilton Corporation and by owners of the big automobile organisations throughout the country indicate that a new era has been brought about by the introduction of this Multometer.

Up to now the only recording device outside of gasoline gauges, etc., utilised on automobiles has been the speedometer, and this record only car speed, trip mileage, season mileage.

The new Hamilton Multometer adapts the season mileage and trip mileage to the very practical recording of mileage for each individual tire, the amount of gasoline consumed on the trip or during the season, and the amount of oil consumed on the trip or during the season, affording a check of absolute accuracy on three intensely important items of upkeep cost—namely, tire cost, fuel cost and cost of lubrication.

It is a check on the efficiency of the car itself and affords the car owner an opportunity to know exactly what it is costing him at the end of each season for running his automobile.

The utility of the Hamilton Multometer is not confined to the pleasure car field alone, but extends into the field of commercial cars to a very marked degree. Operators of motor trucks have always wanted to have definite information on what it is costing for tires, fuel and oil, as the operation of a motor truck is a strictly commercial matter and the actual cost of operation per ton mile must be determined if the real expense of the delivery department is to be fixed.

Various separate devices, such as odometers on each of the four wheels, driver's book of gasoline and fuel taken on, etc., have been tried, but the Hamilton Multometer avoids the possibility of error in these detached records and does it all on one instrument, which always is in direct view of the driver, which is mathematically correct and on which no records can be lost.

The method by which the indications are secured is unique, utilising a movable dial ring which is marked in separate places for tires numbers 1, 2, 3, 4, 5 and 6, for total mileage, trip mileage, oil consumption, gasoline consumption, attention at 1,000 miles, attention at 2,000 miles.

When, for instance the reading of Tire No. 3 is desired, the ring is moved around until the words "Tire No. 3" cut in the dial ring face are opposite the adjustment screw on the face of the instrument. The screw is then turned and the mileage that has been run by Tire No. 3 is flashed on the dial of the instrument. This applies to all other readings in the same manner.

The Hamilton Multometer is built by the manufacturer of the famous Hamilton watch.

Plans for a big production have been completed and deliveries are now being made in quantity to satisfy a big and steadily growing demand.

## United States Factories In Canada.

(*Monetary Times of Canada, Dec. 8*)

About 50 branches of United States firms have been established in Canada during the last two years. Most of these have come to Ontario, several to Quebec Province, and a few to western cities. With an average investment conservatively estimated at $300,000, these 50 plants represent a new investment of $15,000,000 in this country. There were previously about 450 such companies in Canada, which, with a similar average investment, represented an aggregate of $135,000,000. The grand total investment, therefore, is now $150,000,000.

Among the United States companies that have recently established branches are makers of the following articles: Railway accessories, overalls, chemicals, silverware and flatware, automobiles, horseshoes, steel goods, patent medicines, spices, soaps, perfumes, glue, beet sugar, pumps, greenhouses, railway signals, fuses, boxes, spreaders, silk gloves, stockings, tires, steel, steel products, canned goods, automobile varnishes, belting, store counters, explosives, pulp and paper, sewing machines, aloxite and other abrasives and electric furnace products, grain and elevator machinery, silk and chamoisette gloves, refined nickel, and cottonseed-oil products.

Of the total of United States investment of $978,000,000 in the Dominion $150,000,000 is represented by branch plants. Until 1914 this was the largest item in the list of United States investments here. Since then Canadian securities have been sold in the neighboring Republic in far greater volume than hitherto, and consequently that item now represents the largest United States investment in Canada, branch establishments coming second.

The largest number of branch plants of United States companies in Canada is located in Ontario, although there is a tendency to utilise western Cadanian points to a greater extent. At least 12 United States manufacturers of agricultural and farm implements have branches in the Dominion and about as many makers of automobiles. In the latter case the parts are usually imported separately and assembled in this country. Several United States manufacturers of chemicals, drugs, patent foods, and cereals have factories or distributing houses on the Canadian side of the international line. A large number of firms manufacturing and supplying various machinery, fittings, and plant are also doing business in Canada in a similar way.

Among the United States companies established here before the recent American commercial invasion are manufacturers of asbestos, barrels, blind rollers, buttons, carpet sweepers, corsets, condensed milk, bags, corks, carriages, couches, brass goods, billiard tables, cords, cash registers, disinfectants, fly paper, files, fire extinguishers, fountain pens, gramophones, hardware, pickles, presses, pulleys, razors, rubbers, sealers, shoes, scales, typewriters, watch cases, tobacco, etc. This list, together with the recent additions, gives an idea of the scope of United States industrial interests in the Dominion.


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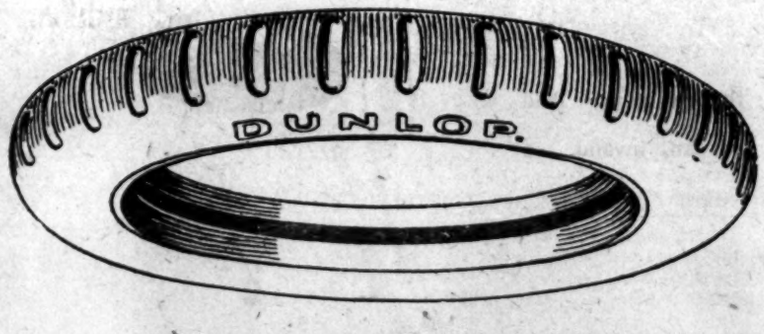


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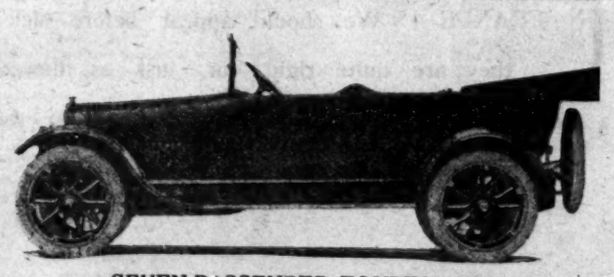

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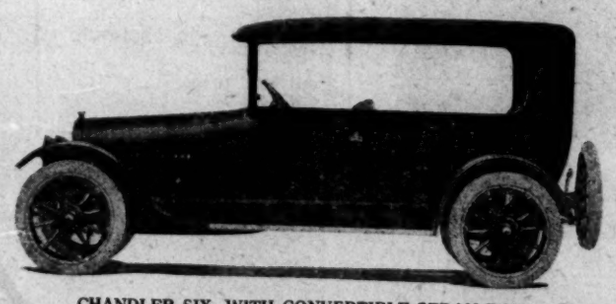

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# A First Class Investment For Any Family---An Automobile

(By *Arthur Brisbane, in the New York Journal*)

Again comes the automobile show, bigger, more amazing than ever.

And again we tell you to study the cars, see them all carefully—then get one better than the one you have. Or if you have none, GET ONE THIS YEAR, if you can possibly afford it.

There is such a thing as foolish economy—and it includes depriving yourself or your family of a car, if you can possibly afford to own one.

Your first great thing is time. A car DOUBLES TIME'S VALUE.

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Happiness demands that the family be kept united. The automobile is the SECOND HOME, in which the family, ALL TOGETHER, enjoy things together.

The automobile is the delight of old people—their one pleasure.

It gives back to them swift motion and the feeling of youth. In all the family happiness it is about the only thing they can enjoy.

They must look on at games. But they, too, the old, can GO motoring.

The man who accumulates his money; content to put off the automobile day, instead of getting a car NOW, while the old mother or father can enjoy it and enjoy their son's prosperity, is not the best type of man.

To call a car "luxury," if you are able to own and enjoy it, is trivial nonsense. As well call running water and a bathtub in your house LUXURY.

You pay for running water, as a matter of course. Just as important, as valuable to health is the RUNNING AIR that fills your lungs and clears your blood as your car rushes through it.

GET A CAR THIS YEAR IF YOU HAVE NONE. Get a better, the best you can afford, if you have one already.

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Have you made good resolutions—get a car, it will help you to KEEP good resolutions. You will find motoring a better stimulant than alcohol, a thousand times more enjoyable than the foolish excitement of late hours.

An automobile helps a man to keep good resolutions. It gives him a real interest in life, something TO DO, that will take his mind off business or other worries.

An automobile is a healthy, normal occupation—remember that, fathers who have grown sons and grown daughters—a car takes the place of much nonsense.

Whether you expect to get an automobile now or not, study the cars and the pleasure that awaits in their possession.

They are made, literally, for every need and every taste. For about twice as much as a good bicycle used to cost, you can get a car that will give years of pleasure to an entire family. Or you can get a car costing as much as a nice little house, offering luxury that in the language of Ogden Armour would have made a Roman emperor feel like a gypsy. If you can afford the great expensive car—GET IT and encourage the genius of American industry. But remember that the five thousand dollar car will get you no more fresh air, take you no farther, show you no more country, sea or mountain than the car for two thouand dollars, or one thousand, or five or six hundred.

Get the car that YOU CAN AFFORD. That is the car without regret. But GET A CAR, there is one that you can afford, if you realise what a car means and what its place is in modern life.

For instancce, a little inexpensive house in the country, a car in your own tiny garage in the back of the lot means a bettter, happier family than a city flat, twice as expensive as the country house, plus the car.

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Unfortunately, and we regret it, to many that read a newspaper, including those that cannot NOW think of buying any car, this may mean a bitter disappointment. They will say, "It is all very well to talk about buying a car—but HOW AM I GOING TO GET A CAR, when I can hardly take care of my family?"

To such men especially we say: Men GET WHAT THEY DESIRE TO POSSESS.

Wanting anything makes men GET out and work for it.

Take a thousand negroes on the Congo and not one WANTS ANYTHING. A dead hippopotamus, not too fresh, a place in the sun free from ants and snakes that bite—they ask nothing more, because they KNOW nothing more.

Queen Elizabeth ate without forks, had no carpet on the floor, had a thousand dresses and no bathtub. We should have advised her to get forks, carpet, a tub—and use it—we should have sent her to a bathtub show.

If you never get a car, you will be the better for seeing this automobile show, for it will make you proud of your country and its industrial genius, and it will fill you with the ambition that produces results, when you see how humble men—as humble as yourself—may suddenly achieve success when the opportunity comes and is seized. You will be proud to see that in automobile making America is first and the rest of the world nowhere. You will be interested in the names and records that stand out in the names on the cars—every good one without exception a monument to some American of industrial genius.

You see the man who specialised in one car at the lowest price—his income is the biggest in America, except Rockefeller's.

You see a man who says, like Bacon, "I have taken all automobiledom for my province." That's Willys, who makes all kinds, big and little, cheap and dear, and all good. A few years ago he had nothing.

You see a thin-faced, keen, very young man, and some one says: "Shake hands with Mr. Stutz." He was working on a farm a few years ago; then, having heard of automobiles and examined one, went to work in a barn on a car of his own. His car holds the world's speed records, beating Europe.

You see a very concentrated American type, Chalmers. Recently at the head of a big business entirely apart from automobile making, he dropped a good thing for one much better—and is one of the powers in the new, great industry.

You see young Ford—not Henry—who said: "I can make a good car for less money than anybody," and produced the Saxon.

And there is Joy, of the Packard, with his twelve cylinders and his Lincoln Highway dividing his energies.

And the solemn Tiffany type of motor men that make Pierces and Locomobiles, Peerlesses and Simplexes, Owen-Magnetics "with a thousand speeds."

You see every type of ABLE man, every type of GOOD car, every sort of price.

Above you, you realise that the automobile industry is now absolutely stable and fixed.

Whether you want a car that costs six thousand dollars for the bare chassis, or a car that costs less than a horse and buggy, and will run almost as cheaply, possessing the "mileage" of one hundred horses and twice the speed of Maud S.—you will find what you want here, with the value or more in each car.

The automobile is a PERFECTED mechanism. This means man has physically overcome distance, that he can fly along the earth while waiting for universal flying in the air.

Without an automobile, modern man is a legless animal—more like a tree fastened to one spot than like a human being.

Get your set of automobile legs as soon as possible.

GET A CAR IF YOU CAN. Know about cars, anyhow.


# INDIAN
## Motor-Cycles

A shipment of
"FEATHERWEIGHTS"
is now on view.

SOLE AGENTS AND DISTRIBUTORS
for Shanghai and Yangtsze Valley.

**THE EASTERN GARAGE.**

Telephone 1159. 4 Soochow Road.



# Ease Safety Comfort *these*

*are* the principal qualities of

# michelin
## Square Tread Covers

SOLD BY:

Ste. Franco-Chinoise d'Entreprises Generales et de Travaux Publics, Peking: MM. Sennet Freres, 31 Nanking Road, Shanghai: Syndicat Industriel et Commercial, Rue du Baron Gros, Tientsin: MM. Cossantelli Freres, Hankow.



# Maxwell

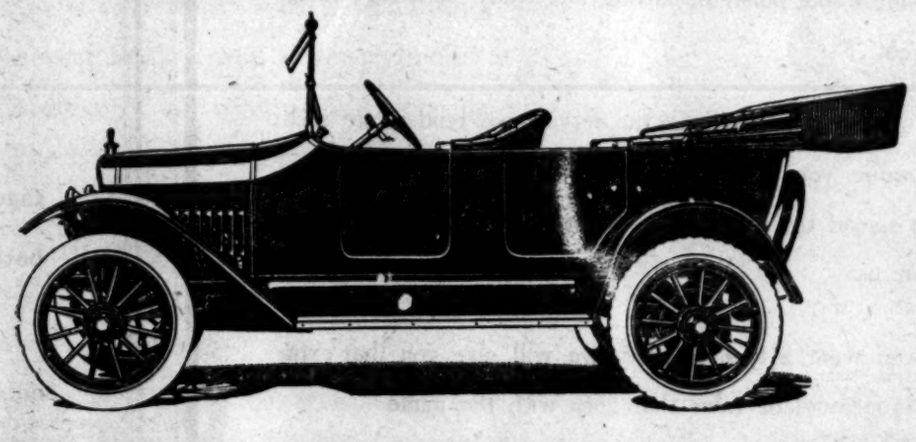
***You will not see a long list of necessary accessories advertised for Maxwell cars.***

ELECTRIC starter and lights, one-man mohair top, demountable rims, rain-vision windshield, speedometer, linoleum-covered floor-boards and running-boards—all these features, which are found on much more expensive cars, are part of the regular Maxwell equipment. They are included in the list price.

When you buy a Maxwell, your investment is completed. There are no extras to buy.

In addition you get a car of proved endurance, of unusual economy. And behind these qualities there is the record and reputation of the Maxwell, which is second to none.

We insist and will prove to you that the Maxwell is *the world's greatest motor car value.*



**A new shipment has just arrived—Open Cars (all-weather tops) and Two-Seater Cabriolets.**

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For demonstrations and full particulars, apply to the

SOLE AGENTS:

## THE EASTERN GARAGE

**4 Soochow Road** **Telephone 1159.**

# FRENCHMAN CREATED FIRST AUTO MOTOR

### Briscoe Tells of Poor Inventor Who Has Had Legion of Honor Conferred Upon Him

New York, January 8.—At the automobile show yesterday Benjamin Briscoe told a story of how the inventor of the automobile motor, according to French automobile history, is satisfied to be a pauper in so far as worldly goods go, but is rich in fame in Europe.

Mr. Briscoe met De Forret while in Europe creating the Briscoe Half-Million-Dollar Motor. France credits De Forret with being the original inventor of the first automobile engine operating under the combustion principle.

Mr. Briscoe said: "While in Europe creating the war we are now displaying at the show I met De Forret and I gained valuable technical information from him. He has done so much for France that the Government conferred upon him the ribbon of the Legion of Honor—which can only be awarded to men who achieve great things.

"One of the most pathetic incidents I have ever known was the circumstances of the bestowal of this coveted prize—for when the representatives of the Government reached De Forret's home to place the ribbon in his hands they found his goods upon the sidewalk. The great inventor was being dispossessed because he could not pay his rent. Happily, the Government later pensioned De Forret and the old man is free to pursue his studies without thought of his material requirements.

"It is interesting to know in connection with motor building in France that the Frenchman does not build for power. He builds for economy of gasoline consumption. At the time we created our Half-Million-Dollar Motor their gasoline cost 50 cents a gallon. This was a great lesson to us. If we were to make a motor for a car that a man of moderate means must own and operate we must get big mileage out of the fuel, and to meet American requirements we must get the power too."

# Big Motor Plant Projected In Ireland

*(By U. S. Consul Wesley Frost, Queenstown)*

The Trafford Engineering Co., of Trafford Park, Manchester, England, has taken an option on the city park of Cork, with a conditional guaranty that it will erect a manufacturing establishment to cost between $1,000,000 and $2,000,000. The company intends to manufacture worm-drive motor trucks on a very large scale, and it guarantees to employ at least 2,000 adults at a minimum wage of a shilling (24 cents) per hour.

Such an establishment would revolutionize the economic situation of Cork, and the project has created a profound impression. The option terminates on December 31, 1916.

The agreement provides that the Tranford Engineering Co. shall receive fee-simple and riparian right to a river frontage of at least 1,130 feet, probably with an additional 500 feet. There is already a depth of 28 feet of water alongside a portion of this frontage, which comprises virtually the entire quay line that can be made available in or near the city. Subsequent establishments, of course, might be located a little distance below the city on the River Lee.

**To Close Public Highway**

In addition, that portion of the city park is to be acquired which includes the Marina race course and all the park area as far eastward from the city as the Cork Boat Club. In order to utilize this tract it will be necessary to close a public highway, and the promoters will establish and maintain a substitute highway leading into the park from behind the race course. An enabling act from Parliament will be necessary for the closing of the highway and for the acquisition of fee-simple rights in the public land and commons involved. The usual procedure for procuring this parliamentary authorisation would be a private bill, which could hardly be passed in less than two years, but it is understood that the British Government has been consulted and has shown a disposition so favorable that it will be safe to proceed immediately with the project.

The Corporation is to receive approximately $50,000 for the rights that it surrenders, the substantial consideration in reality being the guaranties as to the size and nature of the industry to be established. The Trafford Engineering Co. estimates that the cost of the buildings and machinery will be close to $2,000,000 and actually undertakes that not less than $1,000,000 shall be expended on them within three years from the time of completion of the transfer.

**Expect to Exceed Guaranty**

While the actual guaranty as to the number of adult made workers to be employed provides for only 2,000, the promoters state they anticipate that double or treble that number of workmen will be utilised. They are negotiating for the purchase of a 260-acre tract known as the Lakelands property for the erection of a "garden city" for housing the workmen in model homes.

The expenditure of such relatively large sums should prove of almost inestimable benefit to the south of Ireland, and the operation here of a large and successful modern manufacturing enterprise should open up a new future for the Provide of Munster. The emigration which might otherwise ensue upon the termination of the war should in a large measure be obviated. Moreover, the general prosperity induced by the presence at Cork of a large manufacturing establishment is apt to benefit in innumerable ways the economic life of this region.

**Shipments of Coal**

It has been maintained frequently that the absence of bituminous coal, iron ore, and other mineral wealth permanently precludes Cork from becoming an industrial center and connes Munster to an agricultural role. The undertaking now projected indicates that the situation may not be as unfavorable for industrial development as has been supposed. The coal can be brought by water from South Wales almost, if not quite, as cheaply as the Scotch coal is taken by water to Belfast, and the situation as to steel and other metals is analogous.

A portion of the raw materials, and a still larger portion of the equipment, will be drawn from the United States, and the general traffic between this port and America, which has been so conspicuously deficient in the past, probably will be considerably stimulated. The standard of wages, and consequently the standard of living, will be revised upward. Some of the local industries undoubtely will be stimulated as an indirect result. On the whole, it is probable that the enterprise will mark a new epoch in the industrial history of the south of Ireland.

# OVERLAND DEALERS HANG UP NEW RECORD

### Agents Contracted For $175,000,000 Worth Of Machine In 17 Days

New York, January 8.—In the dealers' convention, recently finished, the Willys Overland Company has broken all records for business gatherings.

Eight thousand six hundred dealers and their guests were entertained in the days between December 4 and 21. No delegation numbered less than 800. High water mark reached 1,500.

The influence of this wonderful stroke of enterprise has now spread beyond the confines of Toledo, over the entire country.

Figures showing the purchase of cars are astounding. The hundred and five thousand cars, with a value of $175,000,000 were contracted for by United States dealers alone. This testifies the impression made on visitors by the comprehensive line.

It may be doubted without any undue vanity on the part of the Willys-Overland Company whether any other automobile company can hope to parallel this remarkable event.

The Administration Building of the Willys-Overland Company is the only automobile structure in the United States, or in the world, for that matter, with the room and the facilities to care for such throngs as daily poured in from all parts of the country.

Everything took place within the plant. For the time being the Administration Building was converted into a city. Its post office, telephone exchange, telegraph office and reception rooms were put at the disposal of the visitors.

Perhaps the crowning achievement of the convention was the triumph of the commissary department.

Every man in the immense visiting throng ate at least one of his three daily meals, sometimes two, sometimes all three in the immense cafeteria of the building.

Enthusiasm marked every incident of the convention.

Each delegation strove to outdo the other. They came in all kinds of costumes suitable to their section; they brought bands; they presented John N. Willys, including pigs, dogs, coyotes, badgers, deers, opossums, etc.

The enthusiasm attained its climax when Mr. Willys, who addressed every delegation, made his speech. He frankly took the dealers into his confidence as part of the Willys-Overland family. He told them his plans. He spoke of $30,000,000 invested in material as assuring a production free from interruption. He proved by $75,000,000 invested in the plant that the permanency and stability of the company furnish a strong selling argument.

The dealers got all they were promised and more.

Twice the number originally planned for war entertained.

The affair was a success far beyond the most optimistic hopes of Mr. Willys and his association.

Bankers and newspaper men accompanying the dealers shared their enthusiasm.


TRIUMPH

The Trusty Triumph is a mount for all occasions It is absolutely reliable as proved by its unparalleled success in the Great European War.

Triumph Cycle Co., Ltd. Coventry, England.

Of all Leading Dealers

At the present time the whole of our productions are requisitioned by the British War Office and the War Offices of our Allies.

## What a Hupmobile Demonstration Will Do

WE CAN demonstrate to you that a car of the greatest comfort—a really luxurious car—need not necessarily be costly to buy nor to maintain.

It would be difficult for you to imagine a car that rides more easily than the Hupmobile, or one that provides more completely for the comfort of the passengers.

You sit on cushions ten inches thick, made of genuine leather over curled hair and the most resilient cushion springs we can buy.

The long wheelbase, the semi-elliptic springs—long and almost flat—the oversize tyres—confer a riding smoothness that is not excelled. These features are doubly valued when you know they are to be had at a moderate price—quality considered—and at a maintenance cost remarkably low.

**Brief Hupmobile Specifications**

Hupmobile Models: 5-seater, 7-seater, 2-seater sedan, and 5-seater and 2-seater with detachable winter tops. Motor: Four-cylinder, 95 m/m bore, 140 m/m stroke (3¾" x 5½"). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear axle floating type, spiral bevel gear. Cam shaft and crank shaft bearings bronze shell, babbitt lined. Long wheel base (119" on 2 and 5-seater, 134" on 7-seater). Tyres 875 x 105 m/m or 34" x 4" on 2 and 5-seater, 920 x 120 m/m or 35" x 4½" on 7-seater. Electric starting and lighting; ventilating, rain vision screen; one-man hood; quick-acting side curtains; door curtain carriers; deep upholstery; speedometer; ammeter; robe rail, foot rail and carpet in tonneau; non-skid tyres on rear; five demountable rims; tyre carrier, pump, jack and full set of tools. Magneto ignition, wire wheels, special colours, khaki hood and seat covers at small additional cost over list price of car.

Hupp Motor-Car Corporation, Detroit, Michigan, U. S. A.

Dealers for all China, except Peking Province:

**THE CENTRAL GARAGE CO., LTD**

2a Jinkee Road, Shanghai

DISTRIBUTORS

## CALL ON US

for

## MOST MILES PER DOLLAR!

We have become the headquarters for the motoring supplies of this locality, owing to our policy of striving for steady patronage rather than big profit.

The goods we sell, as well as the service we render, are such that will inspire your confidence and make you one of the many friends who spread the good news of the kind of service to be obtained from us.

Whenever you want a tyre, or tube, we will give you that extra big measure of value that goes with the name

## FISK TYRES

We have just received a new big shipment of the handsome, stylish FISK TYRE, with red top. This extra value of fine appearance, added to most miles per dollar, is winning new FISK TYRE-USERS daily.

Let us equip your car.

SOLE AGENTS:

**THE STAR GARAGE CO.,**

125, Bubbling Well Road.

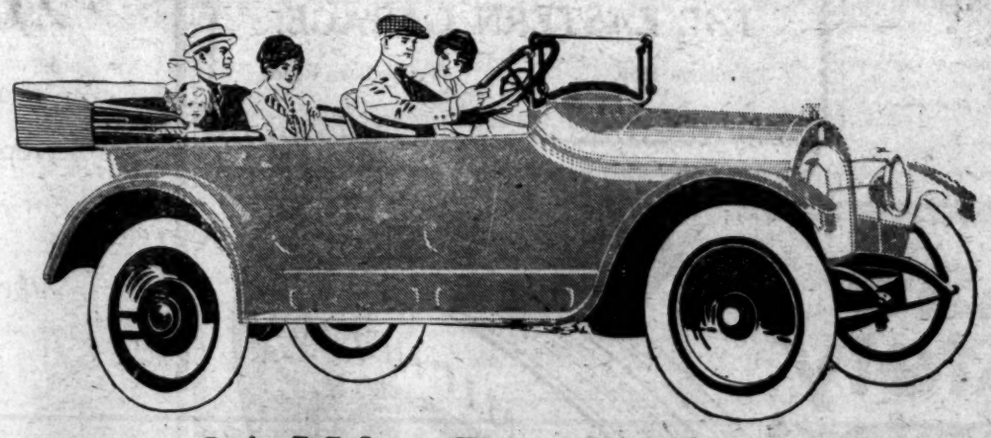
Telephone West 197.



Overland

Model 75 B

## Tls. 1550



## 25 Miles Per Gallon—

**Here is a light, powerful, economical car that offers you every worth-while advantage found in the highest priced cars. Its low price includes complete equipment.**

**The new series Model 75 B Overland is superior to any other car in its price class both in appearance and performance.**

**It excels in power—makes hills seem almost like level roads.**

**In looks—the body is finished in a beautiful light grey.**

**In economy—what other car of its size and power will average from 20 to 25 miles on a gallon of petrol?**

**In comfort—the seats are deep, soft and roomy. The rear springs are of the famous shock-absorbing cantilever type. The tyres are 4 inch.**

**What's more—this Overland is completely equipped. Not a thing to buy extra. You get the finest Auto-Lite electric starting and lighting system, Tillotson carburetor, magnetic speedometer, one-man hood, demountable rims and practically every other accessory found on the highest priced cars.**

**Come in and see this new Overland today. Compare it with other cars selling at its price and judge for yourself which offers the most for the money.**

**We will be glad to demonstrate it for you.**

Model 84-B
The Willys-Knight five passenger touring car, 114 inch wheelbase, Knight type engine.

## THE CENTRAL GARAGE Co., Ltd.

*2a Jinkee Road.* **Shanghai and Hankow** *'Phone (3 lines) 3809*

**The Willys-Overland Company, Toledo, Ohio, U. S. A.**

**Cable Address—Overlandis, Toledo (A. B. C. 5th: General, Western Union and Lieber Codes)**

## 3,352,000 CARS IN THE UNITED STATES

### John N. Willys Tells Life Insurance Presidents of Great Growth of Industry

New York, Dec. 28.—On Dec. 1 the number of motor vehicles in use in the United States had reached a total of 3,352,000, valued at $2,000,000,000, according to John N. Willys, who, as a Director of the National Chamber of Commerce, is in a position to be in touch with the latest statistics of the industry. The assertion was made by Mr. Willys in his address before the Association of Life Insurance Presidents in this city. He spoke on "American Business Initiative in Relation to National Progress," and pointed to the automobile industry as a commanding illustration of what could be accomplished in the United States when American initiative and energy were unhampered by restrictive regulation and legislation.

"Less than two decades ago the automobile industry was nothing," said Mr. Willys. "Today the motor car is one of the world's great agencies of progress, and America leads in its production. In 1906 there were in the United States only 120,000 automobiles. Remember, that is only ten years ago. In 1912 we thought it phenomenal when for the first time the total passed the million mark with 1,010,433.

"But now mark the total. Dec. 1, 1916, saw 3,352,000 cars, representing an approximated cash value of $2,000,000,000. Think of the growth from 120,000 to 3,352,000 cars in one decade."

As to the future, not only of the automobile industry but general industry and business in this country, Mr. Willys said:

"I am not of those who believe that our prosperity will end with the war's end. I think we are just getting started. We have long had natural resources. The war has awakened us to their more efficient development. Europe must be rebuilt after this war ends. We will have the trained men as never before. It will be our work. The profits will be ours. There is warrant only for optimism."

## Present A Car to The Dominie

"It is becoming quite the thing," says a popular sales manager "to present the parson with an automobile, and since in such a case the first consideration is to preserve the gentle disposition of the father of the flock, the good people invariably select a car that is sure to give its owner the least possible amount of trouble.

"I know of nothing better calculated to preserve the temper, even of a parson, than a thoroughly dependable automobile.

"Imagine, for example, a car whose starter wouldn't begin; one whose brakes would fail to brake; a steering gear that was 'tipsy,' and above all, a balky motor—can you imagine how difficult it would be, even for a preacher, to keep from thinking unkind thoughts?

"Seems as if the ladies—who, of course, are always the ones to do these kindly acts—have thought of all this.

"Anyway, no automobile could be put to better use—nor a more suitable present selected; for the dominie's time and radius are multiplied and his field of usefulness vastly broadened when, with his own car, he can call on his parishioners.

"Recently I was boned for a subscription for a parish priest, and although I don't attend his church, I fell for it.

"Does me good, too, every time I see him drive by on an errand of mercy. I wish every car could be put to such good use."

## KING ALFONSO ORDERS SEVEN U. S. MOTOR CARS

Toledo, January 8.—To judge from the orders received from the King of Spain the longer Alfonso uses the American built Willys-Knight touring car shipped him last spring the more he wants.

A short time ago a cablegram was received by the Willys-Overland Company, ordering four more Willys-Knights—two touring cars and two limousines. Since then an additional order for two more has been received—making a total of seven cars ordered by King Alfonso from Toledo, O., in as many months.

One of the new limousines is said to be for the private use of the Queen of Spain.

## SHALE WILL YIELD VAST SUPPLY OF OIL

### United States Geological Survey Makes Report on Colorado And Utah Fields

Twenty billion barrels of crude oil and 2,000,000,000 barrels of gasoline is the estimated yield from Colorado shale beds, according to the United States Geological Survey. In anticipation of the day when, on account of the advancing cost of gasoline and other products obtained from petroleum, it might be found commercially profitable to utilise some of the enormous supply of petroleum to be derived from the distillation of the vast deposits of so-called hydrocarbon shales of the Green River formation of Northwestern Colorado and Northeastern Utah, the United States Geological Survey has for three years been making field investigations of these deposits.

The examinations have been accompanied by mapping of the areas of hydrocarbon shales and by such field measurements of the thickness of the shales in workable beds and such rude field distillation tests as will afford primary information concerning the amount and richness of the shales in different parts of the region.

Very rough but cautious calculations of the contents of the shale in parts of the area examined indicate that the distillation of shale from beds over three feet thick in Colorado alone will yield more than 20,000,000,000 barrels of crude oil, from which more than 2,000,000,000 barrels of gasoline can be extracted by ordinary methods. A report giving the results of these explorations and tests and an account of experiments as to possible gasoline production, both by the ordinary commercial processes and by the Rittman process, is now in press.


C.A.V. CAR-LIGHTING

is right in front for efficiency and light-giving capacity and behind it stands the name of Vandervell. From the dynamo to the battery, the battery to the switchboard, the switchboard to the head lamps, side lamps, interior lamps, tail lamps, it is a thoroughly sound system; a system, too, which is equally suitable for every style and type of car.

SIMPLE :: SAFE :: CERTAIN

The Hall Mark for everything Electrical in connection with motoring is C.A.V.

*There's a C.A.V. Set to suit your car. May we send you full particulars?*

C.A.Vandervell & Co's LTD., Electrical Engineers, ACTON, LONDON, ENG.

NEW MODEL

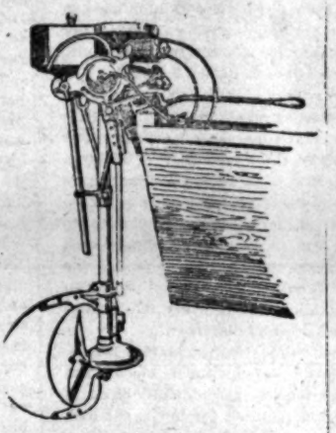
ARCHIMEDES Portable Boat Motor

2 and 5 H.P.

THE ONLY PORTABLE 2-CYLINDER MOTOR ON THE MARKET

For Business, Sport and Recreation

*May readily be attached to any round or flat bottom rowboat, no matter whether the stern be pointed or squarecut. It is indisputably easier to manipulate than a one-cylinder motor.* ***It is easier to start, more powerful, and more reliable.***



Simple, Strong, Durable, Reliable

Can be attached in two minutes; Automatic Lubrication; Magneto attachment to fly-wheel; solid brass rudder.

Wm. Katz & Co.,

1a, Jinkee Road

SOLE AGENTS IN CHINA

Demonstrations Given

MOTOR CAR INSURANCE

*Reasonable Rates*

*Comprehensive Cover*

200 Claims already paid in Shanghai to the complete satisfaction of Car Owners.

Prospectus from

C. E. SPARKE

INSURANCE OFFICE

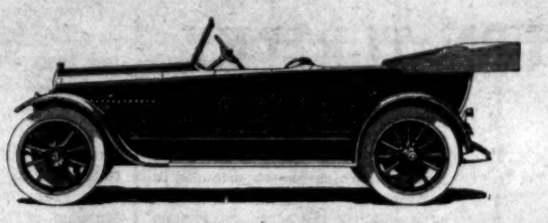
44, Kiangse Road. Tel. No. 54

AGENT

Excess Insurance Co., Ltd.,

Whose Assets Exceed £720,000.

HUDSON SUPER SIX



ONE YEAR of the HUDSON SUPER-SIX

A year ago a stranger—an enigma. A new invention with astounding claims. It perfected the Six and turned interest back from added cylinders. It showed the way to real efficiency. Holder of all worth-while records. Applauded by 25,000 enthusiastic owners. The Largest Selling Front Rank Car.

A story unparalleled in automobile history

For full particulars and demonstrations, apply to the

SOLE AGENTS:

MARKT & CO., (Shanghai), LTD.

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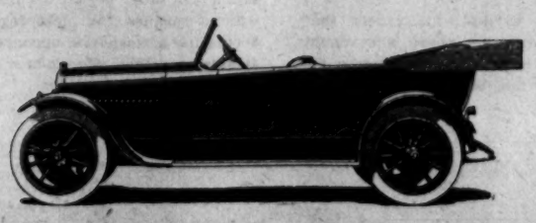
12-13 Avenue Edward VII

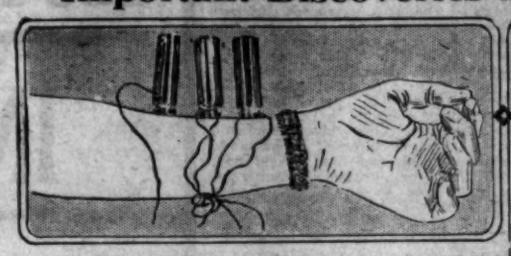
Telephone 322 & 4257



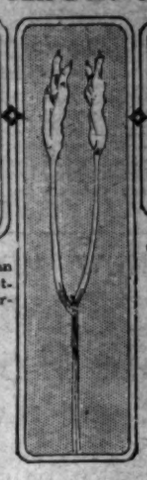
# NEW DISCOVERIES ALL OVER THE EARTH

## How a Whole Family May Get MALARIA OVER NIGHT

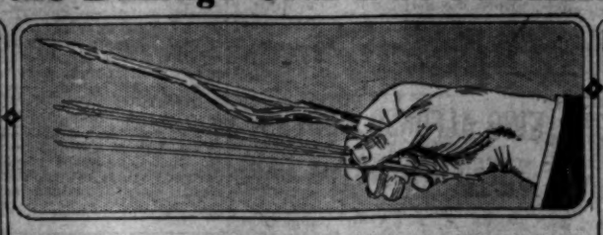
## Important Discoveries About the Damage ONE BLOODTHIRSTY LADY MOSQUITO Can Do in Just a Few Hours



The Laboratory Method of Feeding Mosquitoes on Human Blood for Experimental Purposes. Each of the Four Bottles Tied to the Woman's Arm Contains a Malaria-Carrying Female Mosquito.



A Greatly Enlarged View of the Venom Glands Through Which the Malaria Mosquito Transmits the Disease to Human Beings.



Glass Models of the Lance and Four Saws Which the Malaria Mosquito Uses to Bore Its Way Into Human Flesh in Search of Blood. The Saws Are Used to Enlarge the Wound First Made by the Lance.

Eggs of the Malaria Mosquito, Greatly Magnified.

MALARIA volunteers, step forward! Will you, madam or sir, be one of them?

Good! You are brave. Bare your arm. Here in this bottle is a hungry mosquito. See; she bites fiercely; her body distends with blood. Now her meal is finished. Turn down your sleeve. Within ten days, or perhaps two weeks, you may expect to sicken with malarial fever.

The mosquito that bit you, of course, had previously been allowed to bite a person suffering from malaria. That is how she acquired the germs so as to become a "carrier" of the disease.

Such experiments have recently been conducted by the United States Public Health Service on quite an elaborate scale, in order to establish definitely certain facts that have a bearing on the spread of malaria in this country.

In response to the first call for volunteers seventeen persons (five of them physicians) offered themselves for inoculation with malaria by mosquito-bite. Fourteen of them took the disease.

One thing sought to be learned through the experiments was how many people might be successively infected with malaria by a single mosquito. An answer to this question would give a reckoning of the average malaria-carrying insect's capacity for mischief—its individual efficiency, in a word, as a health-disturber.

The insects used were of the species called Anopheles punctipennis—which, in plain language, means "the malaria mosquito with a punch." They were kept in separate bottles in the laboratory, and to each one was given a number of her own.

No. 23 was a particularly vicious lady mosquito. She bit two volunteers inside of five minutes. In twelve days she bit twelve persons, and unquestionably gave three of them malaria. Six of the remaining nine likewise developed malaria, but they had been bitten by other mosquitoes, and so there was no telling whether No. 23 had any responsibility in their cases.

Anopheles (the only kind of mosquito that carries malaria) has a quaint habit of sucking a little blood and then flitting away to attack a fresh spot or another person. Accordingly, a point important to be ascertained was whether an interrupted, incomplete bite would suffice to convey the disease.

The answer to this question, as proved by eleven experiments, was that a short bite was quite enough to inoculate a person with malaria. Just one nibble, and that a brief one, will do the business.

It follows, then (in view of the insect's nibbling and flitting habit), that in crowded tenements, or other places where many sleep in one room, a single mosquito may infect a number of persons in a night. The chances of infection under such circumstances are vastly increased. Indeed, it is probable, the Public Health Service thinks, that congregate sleeping is one of the principal causes of the distribution of malaria.

By the same authority it is reckoned that, in a malarious region, one in every twenty-four lady anopheles mosquitoes gets, in her lifetime, a chance to bite a human being. Of those that do obtain such an opportunity, not more than 25 per cent develop into malaria-carriers. Thus the conclusion is drawn that, roughly speaking, about one in every 100 females of the species becomes a health-disturber.

One mosquito in the Public Health Service laboratory survived sixty-seven days without blood. But she laid no eggs. The female insect drinks blood in order to get the albumen required for her eggs; and, to thrive and perpetuate her kind, she must have a blood meal (so the experiments showed) every three days. It must be a full meal at that. When she interrupts herself, or is interrupted, in a repast, she invariably seeks to complete the latter by further attacks on the same or other persons.

The capacity of Anopheles for evil is largely attributable to her insatiable appetite. Ordinarily she demands three full meals of blood before she is ready to lay a batch of eggs, and during her lifetime she lays several batches.

It is thought probable that the malaria mosquito, once infected by drinking the blood of a human sufferer from the malady, carries the infection for the rest of her life, and at any time (so long as she retains the power to bite) may convey it to other persons.

The mosquitoes used in the experiments here described were first persuaded to bite a man who was sick with malaria, thereby acquiring the germs. Ten days later the same insects (after the germs had had time to develop in their bodies) were allowed to bite the volunteers.

In some of the experiments a single mosquito was made to bite one person after another in rapid succession, the insect's meal being in every instance interrupted and cut short. Eleven of the fourteen cases of malaria that were developed resulted from interrupted bites.

With powerful microscopes the experts watched the development of the malaria germs. They watched them in blood drawn from the veins of the original sufferer. They watched them in the stomachs of the mosquitoes that bit him. They watched them as they grew and multiplied in the blood of the volunteers who had been inoculated.

The malaria germ is an animal organism—a microscopic protozoon. It gets through part of its life-cycle in the stomach of the Anopheles mosquito. The insect bites a person suffering from malaria, incidentally swallowing the parasite. The latter, on reaching the mosquito's stomach, develops into a tumorlike growth, inside of which the germs multiply. After twelve days or so they rupture the sac containing them, and make their way toward the throat and into the venom-glands of the insect.

When she bites the germs are introduced into the victim's veins with a poisonous fluid which the mosquito emits for the purpose of making the blood flow freely—the product of the venom-glands being an anticoagulant. The germs attack the red blood corpuscles (of which, resembling poker-chips in shape, there are 5,500,000 to a drop), entering them and feeding on their contents until each corpuscle is a mere shell. Then they break their way out (each of them having bred a family), and presently proceed to assail other corpuscles.

Billions on billions of the parasites break out simultaneously, and with them are thrown into the blood quantities of a peculiar poison which they manufacture. It is this poison that produces the "chill."

Definite acquaintance with the germs and their life-history has made it easy to fight them much more successfully than was formerly possible. Quinine (a deadly poison to them) is no longer given to the patient at random, so to speak. Doses of it are without effect when the germs are shut up inside the blood corpuscles.

The physician waits until the chill is on the point of arriving. Then (the germs being about to be turned loose in the blood, without protection) he administers a heavy dose of quinine. While the chill is on he gives another, and still another an hour or two later. But no more until it is time for the next chill; i. e., after a lapse of days, ordinarily. By this simple method the parasites are wiped out wholesale, and the treatment, if systematically pursued, soon effects a cure.

Above all things, however, the sufferer must be protected against further attacks by mosquitoes. Otherwise, as a consequence of additional infections, he may die. Furthermore, if Anopheles mosquitoes are allowed to get at him, they will swallow the germs with his blood and carry the disease to other people.

There are several different kinds of malaria, each of them attributable to a distinct species of the germ. The common kind is the "tertian"—so called because the chills come every third day. Another is the "quartan," with a chill every fourth day.

But it often happens that a person is infected with the parasites of both, so that he has a chill every other day. Or there may be such a multiple infection that the ague fits attack him every day, right along. This is termed "quotidian" (daily) malaria.

Worst of all is the "aestivo-autumnal," which is sometimes so serious as to demand hypodermic injections of quinine and other heroic measures.

## QUEEREST of All SPEAKING TUBES

NOBODY knows who first invented the speaking tube, but it may have been the Indians of Southern Alaska. At all events, the contrivance is well known to them, and it is of a wholly original pattern.

It is nothing in the world but the stem (sometimes as much as 300 feet long) of the monstrous seaweed called the "giant kelp," which flourishes in vast beds all along the north Pacific coast. When dried it furnishes a hollow pipe—a speaking tube ready-made, as one might say.

Dr. Franz Boas, of the American Museum of Natural History, says that a speaking tube of this kind plays an important part in an annual religious festival of the natives of Southern Alaska, called the "carnival of ghosts." The festival is derived from a tradition that tells of a journey made by an adventurous individual to a region beneath the earth inhabited by phantoms.

Beneath the floor of the sacred lodge house are laid kelp tubes in such a way as to terminate in the fireplace. When the ceremonial is in progress the performer disappears into a hole in the ground behind the fire, and presently voices are heard coming out of the flames. The phantoms are supposed to be doing the talking, but in reality the voices are those of persons hidden in adjoining rooms who speak through the tubes.

The enormously long stems of the giant kelp, rooted at the bottom of the sea, are supported at the surface by huge hollow bulbs that serve as floats, each of them bearing a great frond of leaves. These bulbs are used by the Alaskan Indians as bottles to contain oil.

The stems are also employed as "worms" for primitive stills (the only other essential part of the apparatus being a tin can), in which potatoes are distilled to obtain a kind of whiskey called "hoochinoo." This beverage, drunk raw, engenders immediate madness.

Attention has recently been called to the availability, for use by civilized people, of another submarine plant that grows along the south coast of Australia, particularly in Spencer and St. Vincent's Gulfs. It may become an important source of textile material, furnishing an excellent fibre for the weaving of cloth, as well as for bedding and upholstery. Remarkable for lightness and softness of "flock," its non-animal nature gives to this "vegetable wool" a special sanitary value.

The plant in question, called Posidonia, is not a seaweed, properly speaking, but an alga. It bears greenish flowers and fleshy fruits. The fibre is obtained from the leaf-sheaths that cover the base of the stem. Mixed with wool, it makes a cloth that wears well; and it is also good for rope, twine, mats, blankets and packing for eggs, etc.

Through many centuries the tides have deposited layers of shells and sand through which the plants have been obliged to force their way. Thus at the present time the living beds stand on a stratum of their own fibre from four to twenty feet thick. The quantity of fibre laid down in this way, and in perfectly good condition for use, seems practically inexhaustible, all that is necessary being to separate it from the sand and other debris with which it is mixed.

## Just What Makes AEROPLANES "TURN TURTLE"

WHENEVER an aeronaut falls to death his machine is blamed. The wreckage is frequently in such condition that it is impossible to determine which cylinder or engine was at fault; nevertheless to some defect in the wrecked machine the aviator's death is ascribed.

Often the machine has nothing whatever to do with it. It is generally known now that there are currents in the air, just as there are currents in the ocean. Mysterious and weird as these currents appear to the lay mind, there is in reality nothing simpler than the causes to which they are due.

The night is cooler everywhere than the day, but the earth retains more of its warmth than does the air. That, by morning, is quite chill in Spring, Autumn and Summer, and icy in Winter. After sunrise the rays of the sun beat down to the earth without perceptibly warming the strata of air through which they pass. The earth is warmed more quickly, and the warmth, or heat, which it irradiates warms the layer of air immediately above it.

This hot air expands and rises. A vertical column of warm air is thus formed, which, in trying to force its way upward, meets with considerable resistance, as the cold air which it must traverse is denser and therefore firmer. In order to effect its ascent the warm air begins to work its way spirally, like a drill, or like smoke rising from the funnel of a tugboat. Thus a hot day following a cool night produces a choppy sea of air.

The manner of the current which the aviator encounters depends largely upon the physiognomy of the country over which he is flying. Over a forest the aeroplaning is quiet and placid, because the leaves, saturated with moisture, are reservoirs of coolness and are warmed very slowly by the sun, and even when warm do not radiate much warmth. A sandy beach, on the other hand, or a desert, is warmed very quickly, and, in consequence, the air above it rises in rapid spirals.

Sandy tracts separating woodland are troublesome things for the aviator. The cool air from the woodlands pours down upon the hot air of the sandy tracts, the hot air meanwhile trying its utmost to escape to higher regions. The commotion may be imagined.

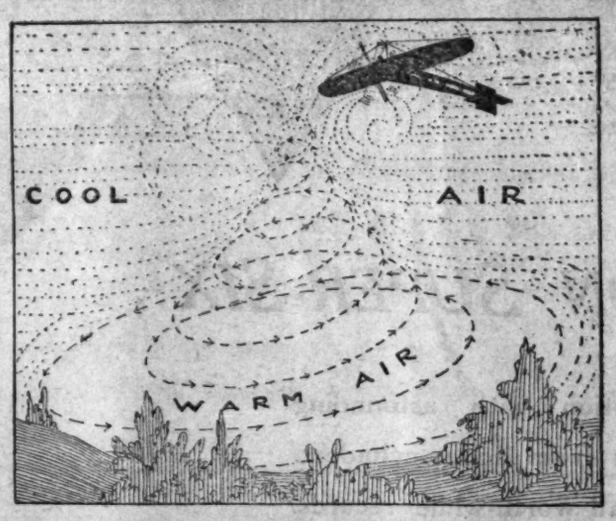



Diagram Showing How a Current of Warm Air Rising Spirally, Like a Drill, Through the Strata of Cooler Air Creates a Situation Full of Danger for the Aviator Who Happens to Be Directly Overhead.

The movement which the aeroplane undergoes over so diversified a surface may be compared to a continuous chuting the chutes. Powerless to resist these currents, all the aviator can do is to steer his craft, allowing the winds to carry him up or down. The little islands of white cloud seen in blue and golden Summer days are the lighthouses of the air. They signal danger to the aeronaut. They are the tops of spirally ascending warm columns of air, and, just like a fountain, the cold air pours down to either side of the hot air.

If the aeronaut who has been drawn into such a fountain escapes with his life he can count his escape as marvelous. Almost invariably if he traverses such a geyser of air his machine turns turtle owing to the fact that the cold air pushes one side of his machine down, while the hot air pushes the other side up.

Above the clouds there is smoother sailing. Normal conditions prevail frequently. The warm air driving upward with uniform strength and in wide layers makes an excellent medium for the aircraft. If, however, there is a break in the clouds the aeronaut must exercise the utmost prudence. Above such a break in the clouds there is no warm air to uphold the aeroplane. The air has been sucked away from this spot, and the rarified air which remains cannot carry the machine.

Just as a skater drops through a hole in the ice, so the aeronaut now drops through a hole in the air. The sensation is sickening—the same sensation which one experiences in a dropping elevator which is running wild. If the aeroplane strikes a warm layer of air in its mad downward rush it is saved. The air checks the dropping of the machine.

It is interesting to pass over a high mountain. The air swirls madly about the peak, seemingly attracting the craft like the magnetic mountain in the Arabian Nights. Disaster appears imminent, for surely the craft must be dashed to atoms against the walls of the peak. So thinks the inexperienced aeronaut. To his joy he finds that the aerial current keeps at a uniform distance from the surface of the mountain, rising as it rises, indenting as it indents, and in consequence he is carried safely over the perilous height.

Having passed over the mountain top, he is confronted with the real danger. We all know how the water descends over the bluff at Niagara Falls. It describes a huge curve, beneath which it is possible to walk. The air swirls over the mountain in precisely the same way, the air falls also leaving a free space between mountain and themselves. The suction from this hole in the air is terrific, and the unwary aviator who happens into such an empty space is irrevocably lost.

## EAT VEGETABLES Very SLOWLY

INDIGESTION is often attributed to hasty eating, and people are reproved, and rightly so, for bolting their food; but it is interesting to observe that while the bolting of meat is always severely censured, one never hears any blame attached to those who swallow fruit by the mouthful, and devour uncooked vegetables without any attempt at mastication.

Nevertheless, it is the hasty swallower of vegetable fibre who is really the inciter of gastric rebellion. Vegetables are, at all times, very imperfectly digested by the stomach, and require their tough fibres to be thoroughly broken up by the teeth if they are to be dissolved even in the bowel.

There is a well-known saying which avers that digestion waits upon appetite, and there is no doubt that of all the aids to digestion a keen desire for food is the most powerful and important. But appetite itself often depends upon conditions which are independent of the body's asolute necessities. Thus the aspect of the food, its smell, taste and even the manner in which it is served, all help either to stimulate a desire for it, or to induce a sense of aversion, while the environment of the diner often exercises important influence, beneficial or otherwise.

Brain work of any kind interferes with the rapid digestion of food, and even the habit of reading during meal times, practised by so many, is conducive neither to appetite nor digestion.

A well-lighted room, music and frivolous conversation will often permit a chronic dyspeptic to enjoy without remorse the pleasures of the table, while a depressing atmosphere, uncongenial company, and unappetizing dishes may induce a fit of indigestion in the most healthy individual.

## SCIENCE NOW KNOWS---

### How We Got Our Heels.

HEELS originally came from Persia, where they were used in the shape of small wooden blocks, which the people fastened below their sandals, in order to keep their feet as high above the level of the burning sand as possible. At first they were only an inch and a half high for men and women alike. Soon, however, the ladies favored fabulous sizes, reaching up to as much as thirty-six centimeters. A few years later on these heels were brought to Venice, where they became the fashion; they were called "chapineys," and were ornamented and decorated in every possible style and shape that cobblers could dream of. The height of the "chapineys" showed the rank of the wearer, and finally they attained such dimensions that many fashionable ladies were quite unable to walk.

### A Living Barometer.

A LEECH confined in a glass jar of water will prove an excellent weather prophet. If the weather is to continue fine the leech lies motionless at the bottom of the vial and rolled together in a spiral form. If it is to rain, either before or after noon, it is found to have crept up to the top of its lodging, and there remains till the weather is settled. If we are to have wind the poor prisoner gallops through his limpid habitation with amazing swiftness, and seldom rests till it begins to blow hard. If a remarkable storm of thunder and rain is to succeed, for some days before the leech lodges almost continually without water, and gives itself up to violent throes and convulsive-like motions. In frost, as in clear Summer weather, it lies constantly at the bottom; and in snow, as in rainy weather, it pitches its dwelling on the very mouth of the vial.

### Danger in Handkerchiefs.

DR. F. ROBBINS, a well known New York physician, urges the abolition of the pocket handkerchief, because he firmly believes it to be a source of infection long after a person has recovered from such diseases as infantile paralysis and even common colds. "The day will come," he says, "when the customary cotton rag is replaced by the cheap and clean Japanese paper napkin which is burned after it has been used. Infants and children are helpless against the rubbing of strange handkerchiefs over their perspiring and grimy faces. The public roller towel of the past was innocuous as compared to the family pocket handkerchief. Bitter experience will drive home the lesson that neglected noses, mouths and throats are largely, if not exclusively, responsible for the ultimate crippling of the unfortunate victims of disease and ignorance."

SHANGHAI, SUNDAY, FEBRUARY 11, 1917

# XAVIER'S BEATEN BY CLUB, 2 TO 0

### Ex-Schoolboys Lose Both Their League Games to Older Organisation

### POLICE SECOND LOSERS

### Face Public School Old Boys And Are Defeated By 3 Goals to One

For the second week in succession the Shanghai Football Club and the St. Xavier's Football Club were opposed, yesterday. Upon this occasion, it was under the auspices of the League. The venue of the game was at the Race Course, which, by mutual consent, the two clubs agreed to and most ideal weather conditions prevailed.

The St. Xavier's fielded perhaps their strongest eleven of the season, for, although Gioulis stood down from the advertised team, Xavier, who substituted, played an excellent game and came within an ace of scoring upon two occasions.

The Football Club, on the other hand, lacked the services of Gande, whose place was filled by Tweedie and, in due fairness to the ability of Gande, it must be admitted that Tweedie filled his shoes to a nicety.

The St. Xavier's, winning the toss, elected to play with the assistance of the stiffish breeze behind them, but the Club were first to test Bretfield and skilful work by their vanguard enabled them to force the visitors to play on the defensive. A shot from Olsen from a most acute angle caused Bretfield to exert himself and then Leslie shot behind when well placed.

A clever opening afforded Lyhne an excellent opportunity, but Oliveros intervened and play was transferred to the other end, where Xavier received the ball from Guttierez and shot for goal. A brilliant clearance by McLean saved the situation, but, at this juncture, Isherwood and Guttieres nearly came to fisticuffs and the resultant "throw-up" in front of the Club's goal boded danger. Tonkin, however, finely cleared and for the remainder of the opening moiety the Football Club afforded an object lesson to the ex-school-boys in the art of combined efforts.

Clifford and Olsen were conspicuous time and again for clever footwork, but the first goal came as a result of brilliant play on the extreme left by Drake and Leslie. The latter had outwitted Noodt and, from a glorious center, Clifford snapped up the opportunity and scored with the goal untenanted.

Once Dawe centered finely to the feet of Xavier, but the latter shot high over the bar and another time Elliot forced McLean to his knees, but these were the only occasions which caused anxiety to the Club's defense and at half time the Club were good value for their lead of one goal.

Upon resuming, the Club did not hesitate to take advantage of the wind and subjected the St. Xavier's defense to a trying forty-five minutes. The Club's footwork was indeed excellent and the vanguard in this respect gave perhaps their best display of the season. The defense materially aided them in this respect and Bretfield was called upon to exhibit his prowess time and again.

Leslie spoiled many a movement by hesitation in centering. When Olsen took advantage of a faulty clearance by Oliveros and raced on to score a delightful point, the visitors fell away completely and, save for a brilliant effort by Xavier, which was equally brilliantly saved by McLean, the result was never in doubt. Drake once essayed a capital drive, which tested Bretfield to the utmost and Olsen narrowly missed when well placed.

Time was called without any further alteration in the score and thus the St. Xavier's had to admit defeat for the second time this season, in League strife, by two clear goals.

Commenting upon the winners' display it can be truthfully said that, as a team, they gave a capital exhibition. McLean was in his best form and his save from Xavier in the second half was really brilliant. Tonkin and Isherwood covered him finely and their clearances were always well timed and effective.

Campbey was, perhaps, the pick of an excellent trio of halves. He completely subdued Dawe and found time to occasionally make a sixth forward. Tweedie seemed to delight in hard work and he also was occasionally seen essaying a drive for goal.

Ward was an excellent substitute for Brown and he saw that Guttierez accomplished little. It would be hard to individualise the forwards, who, as a line, were beyond reproach. The transfer to inside right of Clifford, however, was a happy idea and served to bring out the best qualities of Olsen.

Lyhne, in his usual dainty manner, was often dangerous and Drake seemed to delight in hard work. Leslie would be far better if he would center more often, but, on the whole, he made good use of his opportunities.

The St. Xavier's have undoubtedly the nucleus of a good side and this year's experience will hold them in good stead for further interests in the senior division. In Bretfield, they have a good custodian, possessed of excellent judgment and the only fault lies in his clearances from the goal kick.

Oliveros and Favacho are really capital defenders, who can clear at all angles. Encarnacao puts in any amount of good work at center-half, but lacks direction in his feeding of the man in front of him. The same remark applies to both Xavier and Noodt, who are willing workers and never give up trying.

The forwards were at sixes and sevens yesterday, for, with both Dawe and Guttierez under a cloud, they could seldom make much headway. Elliot tried his utmost to evenly distribute the play, but his passes were at times erratic and at other times often intercepted by the cleverness of the Club's trio of halves.

Encarnacao played in patches and Xavier, at times really clever, spoiled his play by a touch of temper.

Mr. H. C. Boyling officiated to the evident satisfaction of all and he was assisted on the touch-lines by Messrs. G. Craigie Ross and A. Aguiar.

**Police 2nd XI v. P. S. O. B.**

The Police second string were able to muster a team yesterday, but had to acknowledge defeat at the hands of the Public School by 3 goals to 1. The Old Boys faced the disadvantage of the wind during the first half, but, showing a fine turn of speed, play was soon transferred to the Police goal-mouth, where Rowland was able to score their first goal.

This spurt on the part of the Old Boys so exhausted them, however, that they were unable to add to their score during the half, in spite of their obvious superiority. Play continued uninteresting, neither side entering into the zest of the game.

Shortly before the interval, Watson scored, thus putting the Police level.

On resuming, Cooke and Madar were responsible for some fine work for the School and a free kick was awarded some five yards from the goal. In a miraculous way, the shot that Cooke put in sped through quite a forest of legs, into the net. The same player scored the final goal, shortly afterwards, from a pass by Shirazi.

For the Police, Adams, Knight and Watson were the pick of the forwards, while Con Hamilton, in goal, brought off quite a few fine saves.

F. Madar was the best of the School's defence and Cooke and Rowland were mainly responsible for their attack.

Mr. H. F. Landers held the whistle and gave mutual satisfaction.

# NANYANG BREAK EVEN IN GAMES AT TIENTSIN

### Two Matches Are Played In Which 'All Tientsin' Wins And T.A.C.C. Is Beaten

*Special Correspondence of The China Press*

Tientsin, Feb. 7.—The Tientsin sporting public were none the less fortunate than Peking, for they were also honored with a visit by the Nanyang football team. On Saturday, the 3rd inst., Nanyang was up against all-Tientsin and the game ended in a 4-2 victory for the locals. The visitors, though beaten, were much applauded for their fine team work, and had it not been for the superior weight of Tientsin, they might easily have turned the tables.

After one day's rest they took on the Tientsin Anglo-Chinese College team, inter-scholastic champions of Tientsin, and won by the odd goal in 5. Nanyang had the better of the game all the way through, and the score would have been bigger, had the visitors' forwards shot hard and accurate at goal. After the game, they were invited to tea by the homesters and Dr. Hart, their principal, gave a very interesting and instructive talk in which he laid great emphasis on "playing the game."

Both of these games took place on T.A.C.C. grounds and were witnessed by a large number of enthusiastic fans.

## What's The Use? By Tom Powers

## Today's Football

**Jewish R. C. v. Foo Doo Athletics**

This match will be played today, at the latter's ground, Baikal Road, commencing 2.45 p.m.

The Jewish R. C. will be represented by:—Canuel, Fuxman, Komaroff, Levy, Abrahams, Moalem, Saltoun, Nissim, Sanft, H. Whitgob, Foox. Reserve: Haimovitch.

## Amusements

**The Apollo Theater**

Wallingford and Blackie Baw will be the attraction at the Apollo Theater matinee today, while this evening the chief feature will be the first episode of the striking film, Two Little Vagabonds, with the most noted child actress of France playing the leading part. On Monday night at 9.15, the second episode, also of four parts, will be given, the first being screened that evening at 8.15 so that lovers of the drama can witness this thrilling film in its entirety in one evening. On Tuesday evening, Lillian's Atonement, a dramatic production in five parts, will be screened.

**The Victoria Theater**

"Three Weeks," a film drama of Elinor Glyn's novel, will be the chief feature at the Victoria Theater this evening, giving way on Tuesday to "The Adventures of Terence O' Rourke," a great new feature film of which the first two episodes will be shown. On Friday will be shown one of the most stirring war dramas when "The Victoria Cross" in four acts, will head the bill, making two noteworthy feature films to be given at this theater during the week.

**Towa Cinema Theater**

The third episode of the "Master Key" will divide the honors with a Charlie Chaplin film on the new program of the Towa Cinema Theater, beginning Monday evening. The program tonight includes the third and fourth series of the "Adventures of Dominica, Jabez Conquest and Le Grand's Revenge," with a Sellig animal feature film added for good measure.

# *Astronomers Watch Comet Now Visible In The East*

### Believed Same As That of 1884 and Will Pass Outside Earth's Orbit 97 Million Miles Away

A comet, believed to be a return of the periodic one discovered by Wolf in November, 1884, is sweeping toward the sun and is now said to be visible in the Eastern heavens about 4 a.m. It is being watched by the Siccawei astronomers at their astronomical observatory at Zose, the Hills. If this comet is that of Wolf, which astronomers believe it to be, it belongs to the family of 18 periodic comets that have been observed during more than one of their revolutions about the sun. These comets vary in period of return from three to 76 years, the latter being that of Halley which made its routine appearance in 1910. The Wolf comet period is 6.8 years.

That this comet is one of the periodic type has given rise in the minds of laymen as to whether it will surpass in brightness that of Halley, but astronomers have not yet decided as they lack data, though some say they doubt it for the reason that the comet now in the field of view will pass the sun outside the orbit of the earth and as a general rule, the brightness of comets has been greater according to their nearness to the sun at their perihelion. This comet will come nearer to the earth than it does to the sun and on July 21 it will be within 97 million miles of the earth, while at perihelion, as astronomers call the point when it is nearest the sun, it will be upwards of 156 million miles away.

Owing to the progress that astronomers have made in inspectroscopic observations of heavenly bodies during the 20 years that have elapsed since July, 1898, when this comet was last seen, it is expected that some notable announcements regarding its composition will be made. Although comets differ among themselves, there are several general features in which resemblance has been noted, but it is the unusual which the astronomers are seeking and this comet will be subjected to the same searching scrutiny that all heavenly bodies now are undergoing.

Astronomers are not yet able to give a definite answer to the question: What is a comet? They have accumulated many facts that would go to prove that the head or nucleus of comets in general is composed of a swarm of relatively small particles, none of which is believed to be as big as 100 miles in diameter with the probability that all of the particles are vastly smaller. These particles it is believed, are of the same nature as meteorites and are thought to have given rise to several noteworthy swarms of meteors that have later been picked up by the earth.

As for the tail of the comet, stretching hundreds of millions of miles out into space, it was once the greatest mystery in all the aspects of the heavens. Of what material can it be composed, was the question of ancient astronomers, when it sweeps around the sun so rapidly yet always points directly away from that luminary no matter how fast the nucleus is traveling along its orbit? The tip of the tail of some of the larger comets often swept an arc of more than a hundred million miles in a day, a speed that seemed too great for any material to maintain itself against. But this problem has yielded a fairly reasonable solution for the matter of light pressure worked out mathematically by Maxwell many

(Continued on Page 2)

## 'Passers-By'

Mr Henry Schlee and his band of players, who are giving Haddon Chambers' comedy "Passers-By," under the auspiecs of the A. D. C., on Thursday next, must have felt more than compensated for the many weeks of hard work that they have put in, if they looked in at Moutrie's yesterday just before noon.

The booking opened at 8 a.m. and in less than three hours practically every good seat had been snapped up. All the boxes for both nights have gone except two. The dress circle is full, and the stalls have nothing to offer but a few back seats on either night.

Those who have had the pleasure of seeing the later rehearsals are enthusiastic in their praise of the acting and the book is altogether excellent. Prof. Papini's orchestra will supply the incidental music. The curtain rings up at 9.15 p.m. and the public are earnestly requested to be in their seats early as the story takes its interest from the very outset.

## Mail Notices

MAILS CLOSE

**For Japan:—**
Per C.M. s.s. China ..... Feb. 11
Per N.Y.K. s.s. Awa Maru Feb. 12
Per R.M.S. Monteagle.... Feb. 13
Per N.Y.K. s.s. Chikugo M. Feb. 13
Per N.Y.K. s.s. Chikuzen M. Feb. 14

**For U.S., Canada, and Europe:—**
Per C.M. s.s. China ..... Feb. 11
Per R.M.S. Monteagle.... Feb. 13
Per T.K.K. s.s. Korea M. Feb. 16
Per R.M.S. Emp. of Asia Feb. 17
Per T.K.K. s.s. Siberia M. Mar. 1
Per P.M. s.s. Venezuela.. Mar. 4

**For Europe:—**
Per N.Y.K. s.s. Atsuta M. Feb. 12
Per M.M. s.s. Cordillere Feb. 23
Per N.Y.K. s.s. Hitachi M. Feb. 25

**Mails to Arrive:—**

The Canadian mail of January 25 is due here on February 13. Left Kobe at 7 p.m. on February 8, per C.P.O.S. s.s. Empress of Russia.

# MR. MORRISS ON ASHFIELD WINS

### Gets Better of Close Finish To Hunt With I. Ezra On The Tipster

### KIANGWAN RIDE SUITS ALL

### Consolation Hunt for Non-Winning Ponies and Horsemen Next Saturday

By Johnnie Walker

The Kiangwan horror threatened by Mr. Whitamore and the No. 2 H.T. was duly perpetrated yesterday. Fears were expressed by responsible members that these two feather-dusters would lay a course to out-John Mr. Johnstone, but the warnings they received of what was in store for them if they dirtied their ticket had a very restraining effect on their ardor and the result was quite an enjoyable hunt.

The rut-and-furrow was somewhat appalling, the farmers having taken advantage of the last drop of rain to deepen the furrows, which are very narrow in the Kiangwan country, three hops and then a skip over a deep square cut making very awkward, tiring and somewhat dangerous going for both riders and ponies. Most of the grief yesterday—and there was not very much—occurred on the corrugated flats.

At one period of the hunt, Mr. Johnnie Walker was seen to disappear inside his silk hat, the hunt passing by with a "View halloo! Come out, Johnnie! We can see your feet!" He repeated the same game very shortly afterwards and was strongly warned not to make a habit of it.

The Master also looped the loop, but came up as always—with a cheery smile, swearing softly and melodiously. That shining light, Mr. Boyd, on Candlelight, got snuffed out at a very early stage of the proceedings, thus having the misfortune on two consecutive occasions of missing his ride.

Mr. Thams also, at one period, looked as though a long walk was in store for him, but, fortunately, somebody caught his mount and he was enabled to finish the hunt in one piece.

The difference between Kiangwan on a wet day and Kiangwan on a dry day is somewhat like the contrast between Dante's Inferno and Paradise, except that Dante makes his Inferno very hot, which is not the case, for Inferno is really always wet, with cold, bitter north winds and a sleet that goes through you like a search warrant. Yesterday was perfect hunting weather.

The sun very kindly hid his face whilst the course was being run. The paper was laid very thickly approaching all big jumps, as a sign to the young fellows to get a move on, but, notwithstanding this invitation, the pace, on the whole, was slow, as it always is and will be in a strange country, where every yard has to be hunted.

The start was from Burkill's Bungalow, where about forty hard cases turned up, including many of the best hunting ponies in the place. It is somewhat difficult to give the exact course of the hunt in an unnamed and unknown country.

Shortly after the start, a fair-sized water jump was slowly negotiated, then came a line of small dry cuts, followed by quite a big jump, at the corner of a village, where the leaders all swerved to the left. After this, there followed a temporary check.

Mr. Teddy McBain, nosing about by himself, brought the hunt on to the correct line and, for quite a long time, this young blood led the field and worked very hard throughout. Though he did not get on the card, he is worthy of honorable mention.

None of the jumps, although big and honest, were of a terrifying character. The trail seemed to point direct towards Woosung and, if the foxes had only been a little kinder, they would have carried the paper right up to the Woosung Hotel—which was sighted with much licking of lips—and given here a long check, to enable the hunt to have a little liquid nourishment.

Being unkind, they left this hostel away on the right. It formed the apex of the hunt, as a matter of fact and from here, via an in and

out route, the trail led straight for home, the flags being planted at a spot selected for the finish by Mr. Johnstone in one hunt last season and approached by three topping water jumps, which, in wet and heavy going, would have indubitably caused a lot of fellows to hastily dismount.

As said before, the difference at Kiangwan between dry going and wet going is the difference as aforesaid. The first seven men came in very well bunched and a hot fight was fought between Mr. Harry Morriss, on Ashfield and the No. 2 H.T., on The Tipster, the former gaining the verdict by a head.

Mr. Kent, who surely should win his pink this year—and it is hoped next week—ran into third place, the rest of the card being as printed below. Dr. Billinghurst, who is riding well and hard this season, will also be a man to watch for the Consolation Hunt, though his weight is somewhat against him. Anyhow, he has been placed several times, which is generally the precursor of a win.

For a maiden effort, in a strange country, Mr. Whitamore and the No. 2 H.T. are certainly to be congratulated on laying a huntable hunt, for everybody finished and nobody was left to trudge those horrid, weary miles home. Although a few did grouse, the grouse was more at the awkward rut-and-furrow than at the lines laid by the foxes. The one mistake they made was the omission of that long, long check at the Woosung Hotel. There is no doubt, Kiangwan is better hunting earlier in the season than later.

Next Saturday's run is the Consolation Hunt, from which all winning men and ponies are debarred and thus, it is hoped, will be productive of a new pink—a very popular event at the Race Club bar afterwards. Presumably, Mr. Harry Morriss will have the privilege of laying the Consolation Hunt and everybody fervently hopes this time to get something more than four miles—and no bally hurdle at the finish.

Yesterday's card read:

1. Mr. H. E. Morriss, Ashfield.
2. Mr. I. Ezra, The Tipster.
3. Mr. H. W. Kent, All's Well.
4. Mr. R. F. C. Master, Touchwood.
5. Mr. T. G. Drakeford, Sea Swallow.
6. Dr. W. B. Billinghurst, Settlement.

# REVOKE PENALTIES AT AUCTION BRIDGE

## The Present System Unjust, As Examples From Actual Play Will Show

New York, December 24.—The Portland Club laws for whist were first published in 1856, by "Cavelbs" (E. A. Cariyon) and they fixed the revoke penalty at three actual tricks or their value in the score. This penalty was predicated on the presumption that one would revoke on purpose if the opportunity offered when opposed to unobservant adversaries, and we find both Cariyon and Deschapelles insisting that if one made a revoke inadvertently it was perfectly proper to make another to conceal the first.

It must be admitted by any one who is at all familiar with modern card players that such a thing as an intentional revoke is absolutely unheard of. There are three contributing causes for revokes. The first and most prolific is having too vivid an imagination. The player follows suit to his thoughts instead of to the actual card.

Another fruitful source of revokes carelessness in sorting the hand. A third is having two cards slightly stuck together and not discovering the fact until one is apparently a card short. All three of these revokes are dreadful crimes, being still on all fours with the intentional revokes of the last century so far as punishment goes.

The present laws of auction say that the proper punishment for any of these three very human mistakes should be 100 points, or three actual tricks, the top value of which would be 30 points in normal play with 125 equity in a game. Accidentally it might be the rubber game. Then it would be 280. This begins to look a bit like a sliding scale. In actual practice the revoke may cost from 100 points to 1,000, and the writer once saw a hand, to be cited presently, in which a revoke would have cost 1,300 had it been detected, although it made not the slightest difference in the play.

How the original value of three tricks was arrived at it is impossible even to guess. Perhaps they guessed at it when they made the law. If a record were kept of the difference a thousand careless revokers make in the result of a thousand hands it is a safe bet that it would not be 3,000 tricks. I would bet two to one against its being 1,000.

The whist players cut it to two tricks. The bridge players went back to three, with no option on score points. The auction players kept it at three, but went back to the points, 150. After a year or two they cut the points to 100, but left the tricks at three. The idea was that if the declarer took the tricks, they were not worth more than 10 each. They forgot the 125 equity for the game. The tricks were never worth more than 50 to the adversaries.

This arrangement leads to some curious results. The basis of calculation seems to be three actual tricks, or the value of two tricks in points, as a failed contract is always worth 50 a trick. But the tricks are sometimes worth 200 each to the adversaries, yet the revoke penalty stays at 50.

To make this point clear, as it is important, let us look at two situations. Z and Y play a no trumper against A and B. The declarer makes two odd, but revokes. He cannot score his two tricks, and his opponents score 100. This is as it should be. That is the normal value fixed by the laws for a revoke.

But now suppose Z had made six by cards. The adversaries take their 100 in penalty, and Z scores nothing for the four tricks he made over what the laws set as the penalty for the revoke. That is, he loses 40 in tricks and 50 for the little slam, besides the 100 scored against him. Then a slip due to carelessness has cost him actually 190, although the laws say the penalty is only 100.

A step further. The contract on the rubber game is five spades doubled. The declarer's hand could never have made more than two by cards by any method of play, and that is what he did make, but he detects a revoke. For this he takes three actual tricks, fulfils his contract and wins the rubber. That is 340 points won instead of 300 lost. That is to say the revoke cost his adversaries 640, although its legal value is only 100.

At the Knickerbocker Whist Club I sat behind a player who thought he held this hand:

H.—8 7 3 2
C.—7 5 3
D.—none
S.—K 9 8 7 4 3.

The dealer, on the left, bid two clubs, leading his partner to believe he had a solid suit, whereas all he had was seven or eight to the king jack. Second hand bid four hearts and the third hand four no trumps. The above hand bid five hearts. Five no trumps on his right was doubled by his partner and redoubled on his right. He led the eight of hearts.

His partner won it with the king and returned the nine, won on the right by the jack, dummy discarding two clubs. King and queen of diamonds followed. Dummy had only ons, the seven. The declarer then switched to the nine of clubs, and it went to the queen. Another small heart and the declarer was in with the queen, the above hand playing the three.

The declarer thereupon laid down the ace of spades and ace of diamonds and surrendered the rest of the tricks while he devoted his language to his partner for bidding two clubs. The contract was set for five tricks, doubled and redoubled, although the declarer counted on losing nothing but two hearts, as he had four. This was scored up as 1,000; aces easy.

The card that is shown in this hand as the three of hearts was actually the trey of diamonds, but the declarer and his doubler were so busy with their struggle to clear their suits and place the lead that they did not notice two revokes on the diamond leads and a third revoke on the third heart lead. Had this been detected, the declarer would have scored 300, instead of losing 1,000. That is to say, the error in sorting the cards in this hand, although it had no influence whatever on the result, should have cost 1,300 points; yet the laws say the penalty is only 100.

I have always insisted that if the revoke penalty is based on the value of a certain number of tricks it should vary with the value of those tricks. It was all right to take points at whist when each trick was worth a point, never more, never less. It was perfectly proper at bridge when either side could take the tricks, and their value was the same to either side in points whether they won them or got them as revoke penalties.

But it is absolutely unjust in auction when the value of the tricks to the declarer may be four times their normal value and to the adversaries 200 each. If we can double and redouble the value of the tricks, which are the theoretical basis of the revoke penalty, we should double and redouble the revoke penalty at the same time.

To illustrate—Three no trumps, redoubled. Down for four tricks. Opponents score 800, as they got away with an undetected revoke. Had they been caught all the declarer could have taken would be 100 points, as three tricks are of no use to him to fulfil the contract. That investment beats war babies. On the other hand, if the revoke made no difference in the result, and they would have set the contract against any play the error would have cost them 900.

# Seats Sell Rapidly For Stinson's Flights

Grandstand seats for the flights to be made at Kiangwan next Saturday and Sunday by Miss Katherine Stinson, the famous American aviatrice, were put on sale at Moutrie's yesterday morning. They are selling rapidly. Miss Stinson arrives here next Wednesday.

# Astronomers Are Watching Comet

(Continued from Page 1)

years ago, and recently demonstrated to be true is sufficient to account for the phenomena exhibited by the comet's tail. According to modern astronomical theories, the tail consists of an extremely tenuous vapor of hydrocarbons which are developed from the front of the nucleus as it approaches the sun, presumably through electrical excitation. These gases stream backward past the nucleus and are projected to immense distances by light pressure or electrons emitted from the sun.

The comet's tail thus resolves itself into a manifestation of light similar to the glow in the Crook's or Geissler tube in which a trace of gas in a highly exhausted space gives forth light and has a spectrum of the same order as that of the comet's tail. As the gas is continually being formed, the tail that is observed one night is composed of entirely different matter than that of preceding or following days. It was stated by one of the greatest of American astronomers that the matter in the entire tail of Halley's comet consisting of many hundreds of millions of miles of glowing gas, if it were condensed to a liquid would look something like a thimbleful of gasoline.

There is just sufficient doubt of the new theories regarding comets to make the appearance of every bright one the occasion of training every telescope that possibly can be brought to bear upon it in the hope that some new detail may be seen or some eccentricity observed that will open a new vista in astronomical researches. This comet will be no exception especially as its nearness to the earth may present features that would have been hidden had its orbit come nearer the sun.

# DEMAND ALWAYS HAS EXCEEDED CAR SUPPLY

## Studebaker Executive Sees Conditions in This Respect, Same As 15 Years Ago

By L. J. Ollier, Vice President, the Studebaker Coporation

New York, January 8.—Being a thoroughly dyed-in-the-wool automobile man, I am naturally enthusiastic about all automobile shows, but I really think the annual show is wonderful.

The progress that has been made in the automobile industry, as exemplified by the magnificent displays of the many models here at the show, is truly amazing. And, because all of this tremendous progress in the industry has been made during my own experience, I cannot help but marvel at the changes just a few years have made.

It was about fifteen years ago that I rode down the streets of Chicago in an automobile of the early type. It rattled and wobbled and made a noise like a truck full of castings, but I was delighted with it. In fact, I saw so much promise in the vehicle that I felt sure of its success, and as a consequence I have been affiliated with automobile manufacturing and selling ever since.

When the possibilities of the automobile as a factor of modern transportation began to be known, there were thousands of men all over the country who saw millions in it and without capital or business resources, they commenced to manufacture automobiles with as little fundamental knowledge as they possessed capital.

Those were the days when automobile knowledge was not very general. There was an insistent demand for cars and selling almost any sort of automobile was easy. We never worried about finding a customer for our cars, such as they were, and I guess we had a dozen customers waiting for every car we could get from the factory. Then, of course, it took a mighty long time to produce a car—in fact, Studebaker produces more cars in one day now than all the makers put together used to produce in an entire year in those days.

Today, the average man has a pretty fair working knowledge about automobiles, and year by year he becomes more critical as his knowledge grows greater. You'll find the average man nowadays talking interestingly about motor efficiency, transmission, differentials and other mechanical parts. It is more a question of the biggest value for his money now and the manufacturer who can produce a car that gives the biggest value is sure to sell the most cars.

It was not so many years ago when the public figured automobile value on the basis of price alone. They took for granted that the higher the price the better must be the value. Those were the days before quantity production came into vogue, and with it the introduction of increased efficiency methods in the manufacture and distribution of cars.

Yet, as I look back over my experiences in the automobile field, I find the same conditions existing today as they did then, in one respect. Then, with manufacturers only producing a car or so a month, it was a case of always waiting to make delivery. Now, even with Studebaker's tremendous production of about 100,000 yearly, we find ourselves unable to keep up with the constant public demand. It has gone from one extreme to the other.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